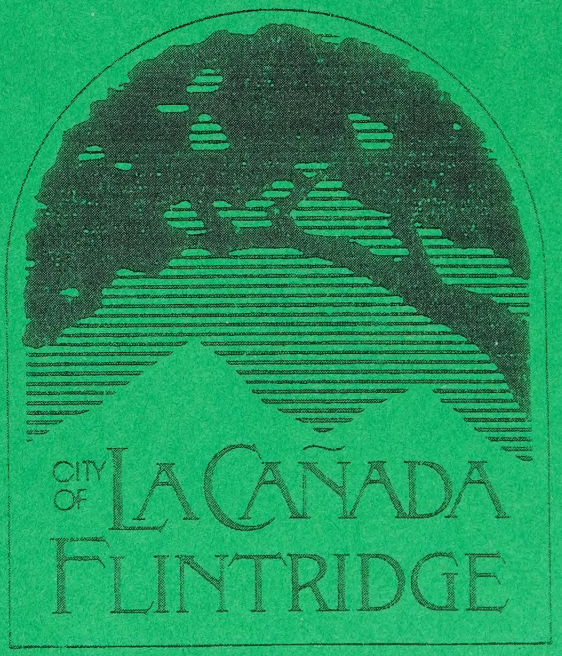
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City of La Cañada Flintridge
General Plan

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City of La Cañada Flintridge

General Plan




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Table of Contents

General Plan

City of La Cañada Flintridge

Introduction
(Adopted March 3, 1980)

2 Land Use
(Adopted November 15, 1993)

3 Housing
(Adopted November 15, 1993)

4 Circulation
(Adopted May 15, 1995)

5 Environmental Resource Management
(Recreation and Open Space)
(Adopted March 3, 1980)

6 Community Design
(Adopted March 3, 1980)

7 Noise
(Adopted March 3, 1980)

8 Safety
(Adopted March 3, 1980)

9 Air Quality
(Adopted May 15, 1995)

10

AVERY READY INDEX™ INDEXING SYSTEM

Resolution

RESOLUTION NO. 79-21

RESOLUTION OF THE LA CANADA FLINTRIDGE PLANNING COMMISSION CERTIFYING AS ADEQUATE AN ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN AND APPROVING THE GENERAL PLAN OF THE CITY OF LA CANADA FLINTRIDGE

WHEREAS, pursuant to the instructions from the City Council of the City of La Canada Flintridge, the Planning Commission has conducted extensive review of a Draft General Plan prepared in accordance with requirements of Section 65302 of the Government Code; and

WHEREAS, in compliance with the California Environmental Quality Act, the Planning Commission reviewed an environmental impact report prepared for the adoption of the General Plan; and

WHEREAS, on September 18, 1979 and October 2, 1979, the Planning Commission conducted a public hearing as required by Section 65351 of the Government Code for the purpose of certifying the adequacy of the Draft Environmental Report and approving the Draft General Plan; and

WHEREAS, the Planning Commission, in reviewing the Draft Environmental Impact Report, has determined that the adoption of the General Plan would not result in significant adverse impacts and that development which may follow the adoption of the General Plan will be reviewed for potential individual and cumulative impacts upon the environment; and

WHEREAS, the General Plan was developed with extensive community involvement and participation resulting from a survey questionnaire distributed to 600 residents, the Draft General Plan being distributed to in excess of 5,000 households, 21 study sessions before the Planning Commission and a public hearing conducted by the Planning Commission.

NOW, THEREFORE, be it resolved that the Planning Commission certifies as adequate the Environmental Impact Report and approves the General Plan for the City of La Canada Flintridge.

BE IT FURTHER RESOLVED that the Planning Commission recommends ratification of the Environmental Impact Report and adoption of the General Plan by the City Council.

PASSED, APPROVED AND ADOPTED this 2nd day of October, 1979.

Patricia G. Mariscal
Chairman

ATTEST:

Secretary to the Planning Commission

RESOLUTION NO. 80-10

RESOLUTION OF THE LA CANADA FLINTRIDGE CITY COUNCIL CERTIFYING AS ADEQUATE AN ENVIRONMENTAL IMPACT REPORT FOR THE GENERAL PLAN AND ADOPTING THE GENERAL PLAN OF THE CITY OF LA CANADA FLINTRIDGE

WHEREAS, with adoption of Planning Commission Resolution No. 79-21, the City Planning Commission recommended adoption of the City's Draft General Plan by the City Council of the City of La Canada Flintridge; and

WHEREAS, the City Council conducted meetings on November 7, 13, 26, December 3, and December 10, 1979, January 14, January 28, and February 25, 1980, including a public hearing on November 13, 1979, as required by Section 65351 of the Government Code for the purpose of certifying the adequacy of the Draft Environmental Impact Report and approving the Draft General Plan;

WHEREAS, the City Council, in reviewing the Draft Environmental Impact Report, has determined that the adoption of the General Plan would not result in significant adverse impacts and that development which may follow the adoption of the General Plan will be reviewed for potential individual and cumulative impacts upon the environment; and

WHEREAS, the General Plan was developed with extensive community involvement and participation resulting from a survey questionnaire distributed to 600 residents, the Draft General Plan being distributed to in excess of 5,000 households and reviewed at no less than 25 study sessions and public hearings before the Planning Commission and City Council.

NOW, THEREFORE, be it resolved that the City Council certifies as adequate the Environmental Impact Report and adopts the General Plan for the City of La Canada Flintridge.

PASSED, APPROVED AND ADOPTED this 3rd day of March, 1980.

Lauren Hillgren
Mayor

ATTEST:

Clark L. Smith
City Clerk

Ayes: Parrish, Pieper, Hillgren
Noes: Krause, Mount
Absent: None
Abstain: None

RESOLUTION NO. 93- 46

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF LA CAÑADA FLINTRIDGE
CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 93-01
AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS
FOR THE UPDATE OF THE LAND USE ELEMENT AND HOUSING ELEMENT
OF THE GENERAL PLAN FOR
THE CITY OF LA CAÑADA FLINTRIDGE

WHEREAS, the City Council established a General Plan Advisory Committee in September, 1992 for the purpose of initiating Updates to the Land Use Element and the Housing Element of the General Plan of the City of La Cañada Flintridge, known as Case No. GPA 93-02; and

WHEREAS, the initial study on the proposed Updates to the Land Use and Housing Elements of the General Plan, GPA 93-02, found that the proposed programs may have a significant effect on the environment requiring preparation of an environmental impact report; and

WHEREAS, the City contracted with Cotton/Beland/Associates to provide support services to the General Plan Advisory Committee and City Staff for these updates, including but not limited the preparation of an Environmental Impact Report, Case No. EIR 93-01; and

WHEREAS, the City notified 56 community organizations of its proceedings throughout the process of Updating the Land Use and Housing Elements, including the scoping process as identified in an official Notice of Preparation, issued February 12, 1993; and

WHEREAS, the City provided a Notice of Preparation to the State Clearinghouse and 54 governmental agencies, districts, utilities, franchisees and contractors to the City, as well as 11 local realty agencies and the La Cañada Flintridge Trails Council; and

WHEREAS, the City received eleven responses to the Notice of Preparation; and

WHEREAS, the City directed that a Draft Environmental Impact Report be prepared and a Final Impact Report developed on the proposed Land Use and Housing Element Updates, GPA 93-02, and

WHEREAS, the Planning Commission conducted public hearings on June 8, 1993, and June 22, 1993, following notification of affected citizens in the prescribed manner, at which hearings the Commission considered the Draft Land Use and Housing Elements,

the Draft Environmental Impact Report, the need for a Statement of Overriding Concern, staff reports dated June 8, 1993 and June 22, 1993 and public testimony; and

WHEREAS, during said public hearings the Planning Commission received extensive written and verbal testimony in support of as well as in opposition to the contents of the March, 1993 Draft Land Use Element and the June, 1993 Draft Housing Element, as well as comments on the Draft Environmental Impact Report; and

WHEREAS, the Planning Commission reviewed and considered the information within the proposed Final Environmental Impact Report and comments on the Draft Environmental Impact Report and responses to those comments prior to making a recommendation to the City Council to approve GPA 93-02; and

WHEREAS, the Planning Commission recommended in its Resolution 93-43 that the Environmental Impact Report EIR 93-01 be certified and that a Statement of Overriding Considerations be adopted; and

WHEREAS, the City Council accepts as findings of fact all the facts contained in the Final Environmental Impact Report, dated July, 1993, and in the staff reports dated September 20, 1993, October 4, 1993, November 1, 1993, and November 15, 1993; and

WHEREAS, the City Council has considered the full and reasonable range of alternatives for development policies for the City of La Cañada Flintridge through its General Plan Land Use and Housing Elements, and has rejected those alternatives in favor of the proposal known as General Plan Amendment GPA 93-02; and

WHEREAS, the City Council has determined that a Statement of Overriding Consideration should be adopted setting forth the justification for selection of the proposed 1993 Updates to the Land Use and Housing Elements, GPA 93-02, in spite of findings in the EIR that there are certain environmental impacts of that proposal which cannot be mitigated to a level of insignificance.

NOW THEREFORE, the City Council of the City of La Cañada Flintridge does hereby find and determine as follows:

Section 1: CEQA Compliance

A. The Environmental Impact Report, EIR 93-01, prepared on the 1993 Update of the General Plan Land Use and Housing Elements, GPA 93-02, is adequate and has been prepared in compliance with the California Environmental Quality Act (CEQA) and the State and City CEQA Guidelines, and the City's adopted environmental procedures, and the Planning Commission has considered the information contained in the Environmental Impact Report.

B. The original program was for an EIR which specified certain Senior Housing uses, as identified in the Notice of Preparation and Draft Environmental Impact Report. These Senior Housing uses have subsequently been eliminated from the 1993 Land Use and Housing Element Update, GPA 93-02, and the Final Environmental Impact Report reflects this change in scope of the overall program.

Section 2: Unavoidable Significant Environmental Impacts Identified in the EIR; Findings

A. AIR RESOURCES. The proposed build-out of the City of La Cañada Flintridge under the 1993 Updates of the Land Use and Housing Elements, GPA 93-02, would introduce the potential environmental impacts of increased particulates emissions and construction activities emissions. Mitigation Measures proposed pursuant to the policies of the South Coast Air Quality Maintenance District can reduce, but do not entirely eliminate these adverse impacts.

Section 3: Significant Environmental Impacts Identified in the EIR That Can Be Avoided or Mitigated; Findings

A. No Significant Environmental Impacts were identified in the Environmental Impact Report which could be avoided or mitigated. All environmental impacts other than Air Resources were determined to be less than significant even before mitigation measures were imposed.

Section 4: Findings Concerning Project Alternatives

A. NO PROJECT: This alternative assumes no additional development would be permitted, as defined by the No Project Alternative given in CEQA case law. This alternative is not considered feasible because, by definition, it prohibits the issuance of any further building permits. Such a situation is considered unconstitutional since all property owners have a right to use and minimal economic return on their property, as well as the right to upgrade existing properties. Further, such a situation would be contrary to statutory obligations imposed upon the City in connection with its General Plan. For these reasons, the No Project Alternative must be rejected in favor of the proposed program.

B. EXISTING GENERAL PLAN: The Existing General Plan alternative assumes that the City will develop to buildout under the Land Use Element as proposed and adopted in 1980. The existing General Plan Land Use Element does not specifically quantify residential or commercial buildout, but is governed by developmental potential established under corresponding zoning categories. This

approach is inconsistent with the mandates of Government Code Section 65302 regarding the required contents of the General Plan Land Use Element.

Additionally, by applying the buildout potential of the corresponding zoning categories, the existing General Plan Land Use Element, it has been determined that the existing Land Use Element would permit 12% more residential units, versus 9% under the proposed element. Similarly, the existing Land Use Element could permit up to 3 million square feet of commercial development, where the proposed program would reach a maximum of less than 1.4 million square feet.

Further, State law requires update of the Housing Element every five years, rendering continued use of the 1986 Housing Element improper without analysis and amendments required by law. Based on the legal mandates to update these General Plan Element and the greater densities permitted under the existing plan than under the proposed updates, the existing land use element has been rejected in favor of the proposed Update, GPA 93-02.

Section 5. Statement of Overriding Considerations: Findings

A. The City of La Cañada Flintridge has an obligation under the law to update its General Plan Land Use and Housing Elements. Any increase in development over the status quo of existing land use conditions will contribute to increased particulates emissions and to construction activities emissions, thereby having an adverse impact on Air Resources. However, to preclude any new development or upgrading of existing development has been determined to be unconstitutional, and therefore not permitted.

Mitigation Measures have been developed as part of the Air Quality Management Plan, in cooperation with the South Coast Air Quality Management District, to address the City's contribution to air resources management in light of the plan. Many of these are not within the responsibility and jurisdiction of the City to accomplish but have been stated to ensure City participation to the extent possible. The responsible agency has been specified in the Mitigation Monitoring Program, Chapter 9.0 of the EIR, and either such agency has adopted such measure(s) or can and should adopt them. Furthermore, the City maintains the option of implementing alternative mitigation measures as long as the specific air quality goals under each categorical measure are attained. The City has adopted a trip reduction ordinance and will update this ordinance as Federal and State requirements change.

1. *Measure 1.a. - Person Work Reduction*

- Local governments, as employers, implement programs to reduce person motor vehicle trips.
- Local governments adopt or amend trip reduction ordinances to require employers to reduce motor vehicle person work trips.
- If the above actions are ineffective, SCAQMD shall expand Regulation XV or adopt new Indirect Source Rule, to reduce the employee-size threshold.

2. *Measure 1.b. - Non-Motorized Transportation*

- Adoption of work trip reduction programs, local ordinances and regional regulations referred to in Measure 1.a - Person Work Trip Reduction.
- Adoption of non-work trip reduction ordinances and regulations referred to in Measures 2.d - Merchant Transportation Incentives and 2.e - Auto Use Restrictions.
- Local governments include bicycle routes in General Plans that support measures noted above.
- Local governments enact ordinances requiring major new commercial and industrial facilities to provide bicycle parking and showers.
- SCAG will include a regional bicycle plan in 1993 Regional Mobility Plan.

3. *Measure 2.a - Employer Rideshare and Transit Incentives*

- Local governments to adopt ordinance/regulation to require facilities with tenants employing more than 100 employees to submit trip reduction plans. (Local governments can adopt one trip reduction ordinance that includes specific individual provisions for Control Measures 1a and 1b. Employers may choose among identified trip reduction options, as long as the target average vehicle ridership is reached within one year of adoption).
- If previous actions are found by SCAQMD to be ineffective in achieving traffic reduction targets, expand SCAQMD's Regulation XV to cover employers with 25+ employees.
- SCAQMD, SCAG and local government encourage formation of Transportation Management Associations (TMAs).
- Continue to legislate favorable tax credits for employers who purchase or lease vans for employee vanpool programs.
- Legislate favorable tax benefits for employers who use employer sponsored vanpools.
- Legislate special tax credits for employers who sponsor work-day use of clean fuel vans.

4. *Measure 2.b - Parking Management*

- Local governments to conduct local assessment, adopt an Air Quality Element into each General Plan, and/or adopt an appropriate ordinance, which will apply to the following programs as appropriate to the City:
  - Increase daytime parking fees in the City.
  - Establish a surcharge on parking for single occupant vehicles and/or discount for multi-occupant vehicles.
  - Eliminate peak-period on-street parking.
  - Eliminate 100% employer subsidized parking.
  - Require employer-sponsored preferential parking for ridesharers for employers of 100+ employees in short term and 25+ employees in long term.
  - Establish residential parking permit programs in all areas adjacent to congested commercial activity centers.
  - Strengthen parking enforcement operations.
  - Establish a cap on total number of parking spaces in a zone and maximum number of parking spaces per square foot of a particular use.
  - Provide data, monitor progress and effectiveness of the ordinance, and report results to SCAG annually.
  - Implement market incentive measures adopted by the GM&T Task Force.
  - Provide tax benefits for alternate start times.
  - Establish reduced work weeks.

5. *Measure 2.d - Merchant Transportation Incentives*

- Local government adoption of non-work trip reduction ordinance to require major retail centers to offer customer mode-shift travel incentives and provide facilities for non-motorized transportation needs.
- If necessary, adoption of SCAQMD Indirect Source regulation to require the above.

6. *Measure 2.e - Auto Use Restriction*

- Local government to adopt an Air Quality component into each General Plan which will identify, as appropriate, the local applicability of requiring special event centers to operate park-n-ride and off-site facility lots, requiring auto free zones, requiring street closure during peak periods, and enhancing transit performance.
- Local government to adopt a local special event trip-reduction ordinance to require the above for large capacity centers (with over 10,000 seating capacity).
- If necessary and appropriate, adoption of SCAQMD regulations of special events centers tailored to specific circumstances of each center.

7. *Measure 3.a - Truck Dispatching, Rescheduling*
   - Local governments to adopt Air Quality component in General Plan to alter truck delivery routes and local delivery schedules.
   - Adopt local government ordinances and MOUs.
   - Develop a truck accident reduction program.
   - Adopt a SCAQMD Truck Delivery Rule, if necessary.
   - Assess needs for Federal regulation to assist in the implementation of this measure.
8. *Measure 4. - Traffic Flow Improvements*
   - Caltrans, SCAG, Transportation Commissions implement 600 ramp meters in the Constrained Regional Mobility Plan, and implement by-pass lanes.
   - Local government implement Automated Traffic Surveillance and Control (ATSAC) on 2500 intersections.
   - Local government implement projects to improve 125 intersection channelizations.
9. *Measure 17. - Growth Management*
   - Local governments amend General Plans and adopt ordinances to attain growth management performance goals at the subregional level consistent with the SCAG Growth Management Plan.
   - Local governments develop intergovernmental agreements to attain growth management performance goals consistent with the Growth Management Plan.
   - SCAG, with assistance of local jurisdictions, and subregional entities develop a monitoring process and guidelines for assessment of consistency with performance goals.
   - SCAG, with assistance of local jurisdictions, and subregional entities reassess and reevaluate actions.
   - SCAG to collaborate with implementing entities and the private sector to develop action programs based on market incentive measures.
   - Local governments to revise and update their General Plans to reflect vehicle miles travelled (VMT) reduction objectives.
   - SCAG to collaborate with local governments to develop a consistent and replicable monitoring system to provide annual feedback on the efficiency of the actions implemented by the local agencies particularly those relating to VMT reductions attributable to job/housing balance and the implementation of market incentive measures.
10. Transportation Demand Management: All jurisdictions must adopt and implement a TDM ordinance that promotes alternative transportation methods.
11. Level of Service (LOS): Traffic Level of Service standards must be established for the CMP Highway System which shall include, at a minimum, all State highways and principal arterials.

12. Capital Improvement Program (CIP): A seven-year CIP must be established to maintain or improve LOS and transit performance standards, as well as assist in achieving congestion management and air quality improvement objectives.

13. Land Use Coordination: As part of the CMP, localities must prepare a program that analyzes the impacts of land use decisions made by local jurisdictions on regional transportation systems. The program shall also estimate the costs associated with mitigating identified impacts.

14. Transportation Modeling: The development of a database and transportation modeling system that are consistent with those used by SCAG is required.

15. Public Transit Standard: Standards for the frequency and routing of public transit must be established, and transit service provided by separate operators must be coordinated.

16. LOS Deficient Plans: LOS Deficiency Plans must be prepared to describe how excessive congestion on the CMP Highway System can be mitigated in those cases where acceptable LOS cannot be met at certain locations.

17. Annual Monitoring: The Congestion Management Agency (CMA), which in Los Angeles County will be the L.A. County Metropolitan Transportation Authority shall annually determine if the County and cities are conforming with CMP requirements. In addition, the agency will monitor the implementation of all elements in the CMP by each jurisdiction.

18. *Measure 12.a - Paved Roads*

- SCAQMD to adopt a regulation prohibiting outdoor storage of fine particulate matter.
- ARB adopts requirement for the installation of liners on truck beds and covering of loads for transportation of particulate matter.
- Local governments to develop a "clean streets" management program which includes adopting construction carryout and entrainment ordinances and vehicle entrainment ordinances, as well as allocating resources for controlling emissions from unpaved areas and storm water control.
- Caltrans and the sanitation districts to participate in the "clean streets" management program by allocating resources for controlling emissions from unpaved areas and storm water control respectively.

19. *Measure 12.b - Unpaved Roads and Parking Lots*

- ARB in collaboration with Caltrans to establish criteria to be used in determining which areas need to be paved in the state.
- Amend local government ordinances to require paving of all vehicle maneuvering areas and parking facilities, according to ARB, Caltrans criteria.

20. *Residential Sector Measure CM#90 E-D-1A, 1B*
This measure proposes additional energy conservation through: (1) increase the thermal integrity of new and existing homes; (2) increase the efficiency of the space conditioning equipment and other major appliances; and (3) decrease the solar gain to homes with air-conditioning using shading strategies such as tree planting.

21. *Commercial Sector Measure CM#90 E-C-1A,2B*
Proposed control methods for this source category, similar to those in the residential sector, concentrate on increasing thermal integrity of building shells, increasing the efficiency of combustion equipment, and reducing building thermal loads through controls or automation.

22. SCAQMD Rule 403 (Fugitive Dust) will be applied to individual construction projects to ensure less-than-significant levels of construction-related fugitive dust. Required measures include:
    - Watering the site and equipment in the morning and evening;
    - Spreading soil binders on the site, unpaved roads, and parking areas;
    - Reestablishing ground cover on the site through seeding and watering;
    - Sweeping streets if silt is carried over to adjacent public thoroughfares;
    - Requiring phased construction to even out emission peaks; and
    - Suspending grading operations during second-stage smog alerts.

The policies put forth in General Plan Amendment 93-02 have the overriding, primary goals to:

"Goal 1A: Maintain and enhance the City's character as a low density, wooded, predominantly single family residential and hillside community.

"Goal 1B: Encourage the development of an attractive and balanced commercial base for the community, recognizing the constraints of the existing circulation network, the interrelationship between commercial uses, and the residential character of the City."

Furthermore, the policies set forth have the impact of reducing the ultimate permitted density of commercial development substantially, thereby reducing the potential impacts of the City's buildout on Air Resources.

Therefore, the City Council finds that: the potential impacts of the proposed project are acceptable because mitigation measures have been required to reduce these impacts to the extent feasible; some measures are beyond the responsibility and jurisdiction of the City to perform; and, on balancing the benefits to be realized with the General Plan Amendment 93-02 against the remaining environmental impacts, the considerations of maintaining the City's character and providing for long-term balanced development outweigh the impacts and support the approval of General Plan Amendment 93-02.

Section 6. Based on the above findings, the City Council of the City of La Cañada Flintridge does hereby resolve to Certify the Environmental Impact Report EIR 93-01 and adopt a Statement of Overriding Considerations regarding the approval of the 1993 Updates of the Land Use and Housing Elements, GPA 93-02.

PASSED, APPROVED AND ADOPTED this 15th day of November, 1993.

Mayor

ATTEST:

City Clerk

Ayes: Feehan, Hastings, Spence, Edwards
Noes: None
Absent: Liu
Abstain: None

RESOLUTION NO. 93- 47

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA CAÑADA FLINTRIDGE ADOPTING THE 1993 UPDATES OF THE LAND USE ELEMENT OF THE GENERAL PLAN FOR THE CITY OF LA CAÑADA FLINTRIDGE CASE NUMBER GPA 93-02

WHEREAS, the City Council established a General Plan Advisory Committee in September, 1992 for the purpose of initiating updates to the Land Use Element and the Housing Element of the General Plan of the City of La Cañada Flintridge; and

WHEREAS, the General Plan Advisory Committee diligently followed the charge and work plan for these updates as directed by the City Council; and

WHEREAS, the City contracted with Cotton/Beland/Associates to provide support services to the General Plan Advisory Committee and City Staff for these updates; and

WHEREAS, the City notified 56 community organizations of the General Plan Advisory Committee's proceedings throughout the process of updating the Land Use and Housing Elements: and

WHEREAS, the General Plan Advisory Committee utilized a combination of Issue Papers and tours of potentially affected areas to formulate its focused policies on specific issues as directed by the City Council: Hillsides, Incorporation of the Foothill Boulevard Master Plan, Verdugo Boulevard, Public/Semi-Public Land Uses, Residential Mansionization, Lot Splits and Land Divisions, and Land Use Inconsistencies: and

WHEREAS, the General Plan Advisory Committee conducted a public workshop on the proposed updates to the Land Use Element on February 22, 1993; and

WHEREAS, the General Plan Advisory Committee forwarded its recommended Draft Land Use and Housing Elements to the Planning Commission for public hearing concurrent with the public hearings of the related Draft Environmental Impact Report; and

WHEREAS, the Planning Commission incorporated the General Plan Advisory Committee's Final Issue Papers, Minutes, Tour Itineraries, Public Workshop Materials and the background analyses contained in five Land Use Element Appendices, three Housing Element Appendices, and three 1993 Update Appendices, such materials dated October 20, 1992 through June 8, 1993, into its materials of study for the public hearings

on the Update of the Land Use and Housing Element of the General Plan of the City of La Cañada Flintridge, GPA 93-02; and

WHEREAS, the Planning Commission conducted public hearings on June 8, 1993, and June 22, 1993, following notification of affected citizens in the prescribed manner, at which hearings the Commission considered the Draft Land Use and Housing Elements, the Draft Environmental Impact Report, the need for a Statement of Overriding Concern, staff reports dated June 8, 1993 and June 22, 1993 and public testimony; and

WHEREAS, during said public hearings the Planning Commission received extensive written and verbal testimony in support of as well as in opposition to the contents of the March, 1993 Draft Land Use Element; and

WHEREAS, at the conclusion of the public hearings the Planning Commission recommended by Resolution 93-44 the adoption of the Draft Land Use Element, as amended through July 27, 1993; and

WHEREAS, the City Council incorporated the General Plan Advisory Committee's Final Issue Papers, Minutes, Tour Itineraries, Public Workshop Materials and the background analyses contained in five Land Use Element Appendices, three Housing Element Appendices, and three 1993 Update Appendices, such materials dated October 20, 1992 through June 8, 1993, into its materials of study for the public hearings on the Update of the Land Use and Housing Element of the General Plan of the City of La Cañada Flintridge, GPA 93-02; and

WHEREAS, the City Council incorporated the Planning Commission's Minutes of June 8, 9, 22, and 24, 1993, and July 1, 13, and 27, 1993, and the Planning Commission's Resolution 93-44, included in City Council materials as 1993 General Plan Update Appendix D; and

WHEREAS, the City Council conducted public hearings on September 20, 1993, and October 4, 1993, following notification of affected citizens in the prescribed manner, at which hearings the City Council considered the Draft Land Use and Housing Elements, the Draft Environmental Impact Report, the need for a Statement of Overriding Concern, staff reports dated September 20, 1993 and October 4, 1993, and public testimony; and

WHEREAS, during said public hearings the City Council received written and verbal testimony in support of as well as in opposition to the contents of the July 27, 1993 Draft Land Use Element; and

WHEREAS, the City Council further deliberated on November 1, 1993 and November 15, 1993, over the Draft Land Use Element; and

WHEREAS, the City Council accepts as findings of fact the findings presented in the General Plan Advisory Committee's Final Issue Papers, Minutes, Tour Itineraries, Public Workshop Materials, and background analyses, dated October 20, 1992 through June 8, 1993, the Planning Commission Minutes and Resolutions, dated June 8, 1993 through July 27, 1993, and the staff reports and materials dated September 20, 1993, October 4, 1993, November 1, 1993, and November 15, 1993; and

WHEREAS, the City Council accepts as findings of fact all of the facts contained in the Land Use Element, as amended through November 15, 1993, and Land Use Figures LU-1 through LU-6;

NOW THEREFORE, the City Council of the City of La Cañada Flintridge does hereby find and determine as follows:

1. The 1993 Update of the General Plan Land Use and Housing Elements, GPA 93-02, includes a statement of development policies and provide diagrams and text setting forth objectives, principles, standards, and plan proposals appropriate to the City of La Cañada Flintridge; and

2. The 1993 Land Use Element Update, GPA 93-02, designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agricultural, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land within the City, as required in California Government Code Section 65302; furthermore, said Land Use Element includes a statement of the standards of population density and building intensity recommended for the area covered by this plan, as required by the California Government Code; and

3. During the preparation or amendment of these general plan elements the City has provided opportunities for the involvement of citizens, public agencies, public utility companies and civic, education, and other community groups, through: communications in the City Newsletter; direct mailings to affected property owners and community organizations, public agencies and public utilities; public workshops; press releases; publication of notice of public hearings in a newspaper of general circulation; and public hearings, as identified in the 1993 Update Appendix A; and

4. The development policies, diagrams and text setting forth objectives, principles, standards, and plan proposals of the July, 1993 Draft Land Use Element are internally consistent, and are consistent with all other adopted and proposed elements of the General Plan of the City of La Cañada Flintridge, including the July, 1993 Draft Housing Element; and

5. These 1993 Land Use Updates, GPA 93-02, provide for implementation of Government Code 65300, et seq., requiring the City to adopt a comprehensive, long-term general plan for physical development of the City in ways that accommodate local conditions and circumstances, while meeting the minimum requirements of said Government Code; and

6. The potential environmental impacts of said development policies, objectives, principles, standards, and plan proposals have been analyzed pursuant to the provisions of the California Environmental Quality Act (CEQA), and are addressed by this body in a separate, supporting resolution, recommending Certification of the Final Environmental Impact Report, EIR 93-01, and adoption of a Statement of Overriding Concern.

Section 2. Based on the above findings, the City Council of the City of La Cañada Flintridge does adopt the 1993 Updates of the Land Use Element, including Figures LU-1 through LU-6, as amended through November 15, 1993.

PASSED, APPROVED AND ADOPTED this 15th day of November, 1993.

Mayor

ATTEST:

City Clerk

Ayes: Feehan, Hastings, Spence, Edwards
Noes: None
Absent: Liu
Abstain: None

RESOLUTION NO. 93-48

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA CAÑADA FLINTRIDGE ADOPTING THE 1993 UPDATE OF THE HOUSING ELEMENT OF THE GENERAL PLAN FOR THE CITY OF LA CAÑADA FLINTRIDGE, CASE NUMBER GPA 93-02

WHEREAS, the City Council established a General Plan Advisory Committee in September, 1992 for the purpose of initiating updates to the Land Use Element and the Housing Element of the General Plan of the City of La Cañada Flintridge; and

WHEREAS, the General Plan Advisory Committee diligently followed the charge and work plan for these updates as directed by the City Council; and

WHEREAS, the City contracted with Cotton/Beland/Associates to provide support services to the General Plan Advisory Committee and City Staff for these updates; and

WHEREAS, the City notified 56 community organizations of the General Plan Advisory Committee's proceedings throughout the process of updating the Land Use and Housing Elements; and

WHEREAS, the General Plan Advisory Committee utilized a combination of Issue Papers and tours of potentially affected areas to formulate its focused policies on specific issues as directed by the City Council: Hillsides, Incorporation of the Foothill Boulevard Master Plan. Verdugo Boulevard, Public/Semi-Public Land Uses, Residential Mansionization. Lot Splits and Land Divisions, and Land Use Inconsistencies; and

WHEREAS, the General Plan Advisory Committee conducted a public workshop on the proposed updates to the Housing Element on May 5, 1993; and

WHEREAS, the General Plan Advisory Committee forwarded its recommended Draft Housing Element to the Planning Commission for public hearing concurrent with the public hearings of the related Draft Environmental Impact Report; and

WHEREAS, the City submitted a copy of the Draft Housing Element to the California Department of Housing and Community Development in May, 1993, for comments, as required by state law; and

WHEREAS, the Planning Commission incorporated the General Plan Advisory Committee's Final Issue Papers, Minutes, Tour Itineraries, Public Workshop Materials and the background analyses contained in five Land Use Element Appendices, three Housing Element Appendices, and three 1993 Update Appendices, such materials dated October 20, 1992

through June 8, 1993, into its materials of study for the public hearings on the Update of the Land Use and Housing Element of the General Plan of the City of La Cañada Flintridge, GPA 93-02; and

WHEREAS, the Planning Commission conducted public hearings on June 8, 1993, and June 22, 1993, following notification of affected citizens in the prescribed manner, at which hearings the Commission considered the Draft Land Use and Housing Elements, the Draft Environmental Impact Report, the need for a Statement of Overriding Concern, staff reports dated June 8, 1993 and June 22, 1993 and public testimony; and

WHEREAS, during said public hearings the Planning Commission received extensive written and verbal testimony in support of as well as in opposition to the contents of the March, 1993 Draft Land Use Element and the June, 1993 Draft Housing Element; and

WHEREAS, the Planning Commission recommended the adoption of the Draft Housing Element, as amended through July 27, 1993, in its Resolution 93-44; and

WHEREAS, the City Council incorporated the General Plan Advisory Committee's Final Issue Papers, Minutes, Tour Itineraries, Public Workshop Materials and the background analyses contained in five Land Use Element Appendices, three Housing Element Appendices, and three 1993 Update Appendices, such materials dated October 20, 1992 through June 8, 1993, into its materials of study for the public hearings on the Update of the Land Use and Housing Element of the General Plan of the City of La Cañada Flintridge, GPA 93-02; and

WHEREAS, the City Council incorporated the Planning Commission's Minutes of June 8, 9, 22 and 24, 1993, and July 1, 13, and 27, 1993, and Planning Commission Resolution 93-44, included in City Council materials as 1993 General Plan Update Appendix D; and

WHEREAS, the City Council conducted public hearings on September 20, 1993, and October 4, 1993, following notification of affected citizens in the prescribed manner, at which hearings the City Council considered the Draft Land Use and Housing Elements, the Draft Environmental Impact Report, the need for a Statement of Overriding Concern, staff reports dated September 20, 1993 and October 4, 1993, and public testimony; and

WHEREAS, during said public hearings the City Council received written and verbal testimony in support of as well as in opposition to the contents of the July, 1993 Draft Housing Element; and

WHEREAS, the City Council further deliberated on November 1, 1993 and November 15, 1993 over the Draft Housing Element, as revised by staff for September 20, 1993, to address the considerations raised by the California Department of Housing and Community Development; and

WHEREAS, the City Council accepts as findings of fact the findings presented in the General Plan Advisory Committee's Final Issue Papers, Minutes, Tour Itineraries, Public Workshop Materials and background analyses, dated October 20, 1992 through June 8, 1993, the Planning Commission Minutes and Resolutions, dated June 8, 1993 through July 27, 1993, and the staff reports and materials dated September 20, 1993, October 4, 1993, November 1, 1993, and November 15, 1993; and

WHEREAS, the City Council accepts as findings of fact all the facts contained in the Housing Element dated September 20, 1993, and the response to the California Department of Community Development comments, dated October 4, 1993, and provided herein as Attachment A; and

WHEREAS, at the conclusion of the public hearings the City Council has certified the Environmental Impact Report EIR 93-01, and adopted a Statement of Overriding Concern;

NOW THEREFORE, the City Council of the City of La Cañada Flintridge does hereby find and determine as follows:

1. The 1993 Update of the General Plan Housing Element, GPA 93-02, includes a statement of development policies and provides diagrams and text setting forth objectives, principles, standards, and plan proposals appropriate to the City of La Cañada Flintridge; and

2. The 1993 Housing Element Update consists of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, and scheduled programs for the preservation, improvement, and development of housing for the City, as required by California Government Code Section 65583; and

3. During the preparation or amendment of these general plan elements the City has provided opportunities for the involvement of citizens, public agencies, public utility companies and civic, education, and other community groups, through: communications in the City Newsletter; direct mailings to affected property owners and community organizations, public agencies and public utilities; public workshops; press releases; publication of notice of public hearings in a newspaper of general circulation; and public hearings, as identified in the 1993 Update Appendix A; and

4. The development policies, diagrams and text setting forth objectives, principles, standards, and plan proposals of the Housing Element are internally consistent, and are consistent with all other adopted and proposed elements of the General Plan of the City of La Cañada Flintridge, including the 1993 Land Use Element; and

5. These 1993 Housing Element Updates, GPA 93-02, provide for implementation of Government Code Section 65300, et seq., requiring the City to adopt a comprehensive,

long-term general plan for physical development of the City in ways that accommodate local conditions and circumstances, while meeting the minimum requirements of said Government Code, as provided in Section 65300.7; and

6. The potential environmental impacts of said development policies, objectives, principles, standards, and plan proposals have been analyzed pursuant to the provisions of the California Environmental Quality Act (CEQA), and are addressed by this body in a separate, supporting resolution, Certifying the Final Environmental Impact Report, EIR 93-01, and adopting a Statement of Overriding Concern; and

7. The City has limited financial resources with which to address its fair share of regional housing needs because it has no city property tax, receives only $86,000 per year in Community Development Block Grants, and relies heavily on locally generated sales taxes to support its General Fund. Such financial conditions necessitate the City's reliance on zoning which encourages private efforts and market-driven development to accomplish its housing goals; and

8. The City has endeavored to create opportunities for housing development to meet its fair share of the regional housing need. These endeavors include rezoning of commercial and transitional areas in 1987, exploration of the options provided toward several goals, including housing, by a redevelopment agency in 1987, introduction of the Accessory Living Quarters Ordinance to clarify the requirements for second units within the City in 1991, and exploration of sewer installation in 1985-86 and 1992-93. As a result of these efforts and natural market forces, 114 new units were constructed in 1988 - 1993, with 11 months left in the current planning period; and

9. The City is encouraged that the continued increase in interest in Accessory Living Quarters will further enhance the introduction of both net new units and affordable housing into the community within the current planning period, and for the 1995 - 2000 planning period.

Section 2. Based on the above findings, the City Council of the City of La Cañada Flintridge does hereby adopt 1993 Update of the General Plan Housing Element, GPA 93-02, as amended through November 15, 1993.

PASSED, APPROVED AND ADOPTED this 15th day of November, 1993.

Mayor

ATTEST:

City Clerk

Ayes: Feehan, Hastings, Liu, Spenc
Edwards
Noes: None
Absent: None
Abstain: None

ATTACHMENT A

CROSS-REFERENCED RESPONSE TO COMMENTS FROM
THE CALIFORNIA DEPARTMENT OF
HOUSING AND COMMUNITY DEVELOPMENT (HCD)

1. *"The draft element indicates...that the primary housing development activity in the City is remodelling of existing units, and that the number of housing units has held relatively constant, or may have even declined, over the last two decades."*

   The element has been revised to address this concern. As noted on pages 41 - 44, Assessment of 1986 Housing Element and 1988-94 RHNA, since 1/1/86, 52 demolition permits have been issued while 228 new units have been constructed, for a net new 176 units. Of these units, a net 114 were built during the current RHNA period. Therefore, housing development activity has not been halted, in spite of a difficult economy experienced in Southern California since early 1990.

2. *"...the element should be revised to establish adequate and appropriately zoned sites, accommodating a variety of housing types, for all economic segments represented by its share of the regional housing need. The element should include programs for modifying the City's zoning and development standards to facilitate a greater variety of housing types and affordability..."*

   As noted in responses to the HCD Letter's Appendix, La Cañada Flintridge has addressed this goal in several ways. In 1987, the CPD rezoning to allow 30 units per acre netted one project of 21 condominium units which are attached to sewers, some of which may have been at the upper end of moderate income affordability. Also in 1987, the FCD rezoning permitting multi-family development of up to 15 units per acre with no market response, in part to the limitations of private septic systems.

   The City has developed a local response to the State's 1982 Second Units/Granny Flats mandate with its 1991 adoption of its Accessory Living Quarters Ordinance. This Ordinance establishes clear standards by which such units can be approved, and has thereby served to encourage this housing alternative. Fourteen applications have been submitted in the last 12 months, and the City is preparing a survey of use and affordability for these units to coincide with its annual Certification of Occupancy, in October - November '93.

3. *"...Government Code Sections 65400 and 65588.5 require the City to annually review progress in implementing the general plan, including progress in meeting the City's regional housing need allocation on the housing element."*

Staff will use Table H-5 of this element, the model developed for Appendix E - Building Permit Activity, the annual Accessory Living Quarters Certification and Survey, and an annual published rentals survey to monitor progress on the Housing Element. These will be presented to the Planning Commission and City Council each year, beginning in March, 1994, when final 1993 reports have been received. Following presentation to the Council, the report will be filed with HCD, as required.

4. *"...it may be useful to update the housing element now to include construction activity that has already occurred during this planning period, and identifying the remaining balance of the City's regional housing need allocation yet to be met through June, 1994. This would facilitate completion of the City's 1992 and 1993 progress reports."*

This information has been provided on pages 39 - 43 and in Appendix E - Building Permits 1986 Through 1993.

5. *"As your staff is aware, despite the pending amendment, a comprehensive update of the entire element is required by statute for the 1994-1999 planning period, as the pending revision addresses the 1989 - 1994 planning period.*

This element as revised addresses **both** planning periods, as noted on page 3. The 5-Year RHNA reassessments for each City have been delayed until the 1995-96 Fiscal Year, due to the State's budgetary problems. The City has identified its efforts to address the current RHNA numbers ('88-'94) within this document, but the policies developed go beyond the short-term, five year horizon which HCD has focused on, and establish long term direction for the City, as is required of a General Plan.

6. *"For your information, a copy of a second unit ordinance adopted pursuant to Government Code Section 65852.2 is required to be submitted to our department."*

As noted in Appendix B, regarding Accessory Living Quarters, a copy of the City's Ordinance No. 206 was forwarded to Mr. Thomas Cook on June 11, 1992, in compliance with this requirement.

7. *"....Where particular program examples or data sources are listed, these are suggestions for your information only. We recognize that La Cañada Flintridge may choose other means of complying with the law."*

This choice of alternatives for compliance is noted in the Housing Element as revised, page 3, where the Government Code is cited regarding compliance with minimum

requirements while providing an expression of the local conditions and circumstances. This Housing Element provides the opportunities for a greater variety of housing options within the community, expands the opportunities for housing lower income households beyond the present conditions, provides market incentives to maintain existing housing stock, and identifies procedures for assuring fair housing opportunities in the community. These are the minimal requirements as stated in the law.

8. *"For your information, despite its indicated intent, and although it is not required in the element, Table H-1 does not specify the current requirements of housing element law in their entirety or detail."*

Table H-1 has been revised as a summary of State Housing Element requirements, and is reformatted to more specifically appear as an outline of Government Code Sections 65583 - 65588, as provided in the General Plan Guidelines published by the Governors Office of Planning and Research, 1990 edition, and codes as amended through 1992.

9. *"Special Needs Households: the analysis of special housing needs groups should also include tenure information whenever this information is available....: (see enclosed Census data) large households and overcrowded households."*

This information was not available on the materials provided by SCAG on the 1990 U.S. Census, but staff has incorporated it into these revisions.

10. *"We understand the buildout analysis of pages 25 - 26 of the draft is inaccurate and is being corrected....The following information in particular should be reconciled:*

> *At buildout, residential development will increase by approximately 218 units (DEIR, page 5.12 - 7), which is less than the City's regional housing needs allocation.*

The Draft Environmental Impact Report was being developed concurrently with the Land Use and Housing Elements, and some land use assumptions regarding future development of vacant and underutilized properties were re-evaluated based on information received during this development. The Final EIR, the Draft Land Use Element, and the Housing Element now all agree that the long-term capacity for new dwelling units, excluding Accessory Living Quarters, is approximately 262 units.

11. *"The projected residential build-out of the general plan land use element represents approximately 200 units more than the existing units indicated in the 1990 Census."*

In some cases, the element refers to approximate build-out capacity rather than an exact number. This is not inconsistent with the analysis.

12. *"Accessory living quarters (second units) are permitted on over half of all residential lots in the City (effectively more than 3,000 units)."*

The residential buildout does not account for Accessory Living Quarters as "buildout units", since Government Code section 65352.2 specifically directs local governments to **not** include second units which are located in single family residential neighborhoods in their land use density analysis or calculations.

The general environmental impact of Accessory Living Quarters are addressed by the assumption that second units are accessory to the primary units, since one or the other unit must be owner occupied. Furthermore, accessory living quarters differ from the previously permitted guest houses only in the allowance of full kitchen facilities. The City recognized that many guest houses were being occupied as second units through the use of non-permanent cooking facilities, such as hot plates and microwaves. Thus, the intensity of use over that previously allowed under the General Plan adopted in 1980, was not necessarily substantial.

The specific environmental impacts of each Accessory Living Quarters unit are addressed in the considerations of the Conditional Use Permit, where noise, traffic and privacy impacts are assessed at the public hearing for the specific unit's location, and the impacts on water quality are considered through septic system approval, which is considered on a lot-by-lot basis prior to the issuance of building permits.

13. *"We recommend that the Final EIR (FEIR) be revised to assess additional residential development at least equal to the RHNA. If the Final EIR covering the housing element is adopted without analysis of the City's entire RHNA, with the housing element otherwise indicating development potential in excess of the EIR projection, the environmental assessment would be inaccurate."*

As noted above, the environmental assessment has been revised, and reflects the full RHNA buildout projected, according to the requirements of the government code and CEQA.

14. *"According to the draft, the City does not currently have adequate sites available to accommodate its RHNA of 266 units (because of sewer constraints), without counting Accessory Living unit potential...The element should also clarify whether sewer service is or will be available to the proposed development sites (e.g. two senior projects) to support the projection for these units."*

Senior housing has been eliminated from the element in its present form. All other assessments regarding housing along Foothill Boulevard rely on the availability of sewers to support this housing at the projected development of 25% of available designated overlay areas. A review of the revised current period analysis on Pages 41-44 will help clarify this question. No multi-family units are expected to be constructed prior the end of the current RHNA period in June, 1994.

15. *"Although, from analysis on page 21 it can be deduced there may effectively be potential for several thousand Accessory Living Quarters, the element should clarify how many <u>total</u> units, including these second units, <u>could</u> currently be developed."*

This analysis is provided on 33, where it is noted that the City presently has the capacity of processing up to 10 Accessory Living Quarters Unit requests per month, and, based on fees which cover processing costs, additional staff could be added to accommodate an increase in demand above the present capacity.

16. *"The element should include affordability data to support the element's assertion that accessory living quarters (and any other housing proposed to accommodate affordable housing) will provide affordable housing...."*

As revised, page 33 of the element cites a Published Rentals Survey conducted by the City in which existing guest houses were identified as renting for $685 to $3100 per month. It is noted that most such units were developed prior to the size limitations of the present ordinance. The results of this survey indicate that the smaller units constructed as a result of the present controls are likely to be affordable to lower income households. In order to support this information, the City is preparing a survey of its presently authorized Accessory Living Quarters, concurrent with its annual Certification of Occupancy.

The City also notes that the enabling legislation for second units and granny flats identifies these units as an alternative for the provision of affordable housing in primarily single family residential communities, thereby indicating that the State believes such units to be affordable, by definition.

17. *"Analysis of current standards...R-3 (Multiple Family) and RPD (Residential Planned Development)...[versus]*

"Page 19 of the draft element, in fact, includes specific evidence of the constraint [of current standards] by implicitly indicating that the City's landscaping and multi-family development standards would account for approximately 40 percent or more of construction costs, and raise the affordability barrier..."

The additional analysis provided in the proposed revisions addresses this comment first, by a more detailed evaluation of the market factors which affect the affordability of land, beginning on page 23; the analysis of housing costs in La Cañada Flintridge has been updated to address the most onerous constraints of the present controls, minimum unit size and parking requirements (not landscaping, as proposed by the HCD letter), and determines that even when these criteria are amended, affordability is still heavily dependant on the costs of the land and the premium paid to assemble an economic parcel size for development.

18. *"The element should describe the provisions of the Residential Development Standards Ordinance...and conclude what their impact is on residential development, including accessory living units..."*

As noted in the Land Use Element and on pages 25 - 26, 46 - 47, and 56 - 58 of the Housing Element, the City is in the process of revising a number of its development standards, both single family and multi-family, to address the impacts of mansionization, and to create incentives to development of mixed use and multi-family housing in the Foothill Boulevard Development Opportunity Overlay areas. Therefore, evaluation of these standards at this time would delay the City's revision of such standards and further delay any inroads which might be made to provision incentives for the development of additional housing.

19. *"Analyze Rationale for Additional Standards...*

"In summary, the analysis of the City's land use policies should be expanded to assess how they might be modified to mitigate development constraints, rather than allow increasing constraining influences."

Revisions address these concerns on pages 25 - 26, 46 - 47, and 56 - 58, regarding mansionization controls.

20. *"The draft element projects the City's 5-year quantified objectives for new units...As most of the current 5-year planning period...has already passed, the current relevant objective is only through 1994."*

Pages 39 - 43 address the "current planning period". However, the document is intended to provide the housing component of the City's long-term General Plan policies, and therefore must look beyond an immediate time period. Therefore, this document seeks to address both the "current planning period" and the City's longer term policies.

21. *"The element should also project units to be conserved, by income level."*

See Appendix B - the Accessory Living Quarters Ordinance preserves existing (pre-1991) guest houses by grandfathering non-conforming uses and allowing some remodelling and expansions of such units up to 75 square feet. Similarly, market forces which reduce the likelihood of redevelopment of existing affordable multi-family units also provide a conservation mechanism for these units, as noted on page 33.

22. *"Unlike other programs, the "Program Goal" for Program 1 (Section V)...is missing."*

This has been added. See page 52.

23. *"To the greatest extent possible, each program goal should describe affirmative, rather than merely permissive, commitments."*

There is no mandate to actively, rather than passively, provide housing opportunities. The City's policy is to assist all applicants with materials and procedures to the extent feasible.

The City Council may wish to add this statement more explicitly to Program #9 on page 60, or may wish to incorporate more specific language as requested by HCD.

24. *"Single family design guidelines...These policies should be revised to restrict the potential for "compatibility" criteria to further constrain all new single family development to the City's already exclusive standards, affordable only to households with very high incomes (far above moderate), and to further constrain the affordability of Accessory Living Units."*

As revised, pages 23 - 29 address a number of factors which are beyond the City's control which directly affect the affordability of existing and new housing. Further, pages 25 - 26, 46 - 47 and 56 - 58 discuss mansionization in terms of bulk and size of structure as related to lot. A comprehensive, discretionary design review is not

indicated in any of these policies. Also, the present Accessory Living Quarters ordinance requires that the unit be compatible with the primary structure but does not require that the unit "match" the primary structure, nor does it require a discretionary design review of these units. No changes are proposed for this policy.

25. *"...The City's zoning restrictions on rental or multi-family housing constrain housing development. Following a more complete analysis of these constraints, Program 4 should address how specific development standards can be modified to accommodate housing serving low- and moderate-income households."*

The City's additional analysis, as reflected on page 28 - 29, altered two key multi-family constraints - minimum unit size and parking requirements - to more closely reflect the configuration of the existing lower and moderate income units in the City. This analysis determined that even with the reduced constraints, market factors effecting housing demand and land costs in the City would force those units to be unaffordable to very low and low income households. (See also, Appendix C).

The City has evaluated the impact of its housing policies in the 1988 - 1994 RHNA period on net new units provided. It has identified that development of all units, including high income units, has been adversely effected in this period by the economic downturn since 1990, consistent with a similar reduction in housing starts regionally for Southern California. (Appendix E documents permit activity by year, 1986-93). The City notes that property values have stabilized during this period and the Housing Element has determined that sufficient land remains available to meet the RHNA requirements going forward.

Appendix F notes the efforts of the City to provide zoning incentives and opportunities for the development of multi-family housing in the Community Planned Development and Foothill Community Development Zones, and the very limited impact which these changes have made in light of the costs of land assemblage in La Cañada Flintridge.

Program 5 (previously Program 4 in 6/93 Draft), and "Table H-5 Housing Program Summary" (the City's projected compliance with the RHNA as projected for the 1995 - 2000 plan period) identify that the City has targeted Accessory Living Quarters to provide housing opportunities for the 22 very low and 29 low income households (per the direction of the California Government Code 65852.2, et seq.), and targeted further rezoning efforts to encourage private developers to provide mixed use residential units as opportunities for the 60 moderate income housing units in the City's RHNA.

26. *"Senior housing..."*

Senior housing has been eliminated from the City's programs at this time, pending further study of the needs of seniors in the community.

27. *"The draft element has not confirmed that the City currently has adequate sites available..."*

As revised, the element states that adequate sites are available. See pages 23, 36 - 39, and Table H-5.

28. *"Given the City's need and existing constraints to develop rental housing, the City should commit to more assertive program efforts to support additional residential development, of rental housing in particular. Program 2, for example, should be revised to publicize the Accessory Living Quarters option, and otherwise promote (rather than merely commit to processing) their development procedurally."*

Where the inventory of sites is determined to be adequate to meet the City's fair share of regional housing needs, the code does not require the City to actively promote such options.

29. *"The element should identify an agency or officials responsible for resolving housing discrimination complaints and should publicize this service in advance of complaints..."*

See pages 48 - 49 and 59, revised to comply.

30. *"The element should describe how internal general plan consistency will be maintained..."*

Added at the end of Page 62:

13. **Annual Review of Implementation:** As required in Government Code Section 65583(c), the City will annually assess the implementation of its Housing Element, simultaneous with its assessment of other elements to insure consistency between element.

    Program Accomplishments: The City has developed reporting mechanisms with which to assess its progress at implementation, including tracking of building and demolition permit activities, annual certification of occupancy and survey of Accessory Living Quarters, published rentals survey, and reports on assisted housing in the community.

Program Goals: The City will work with the L.A. County Building and Safety Division to enhance reporting on the locations of new and demolished units to improve tracking of housing activity by affordability. An evaluation format will be developed for each stated goal, policy and program in this element and in each General Plan element to be presented to the Planning Commission and City Council annually, and to be forwarded to the California Department of Housing and Community Development, in compliance with state requirements.

31. *"...the element's description of the citizen participation process should describe how lower income households, or representatives from organizations which provide services to them, have been encouraged to participate in the housing element amendment process."*

See revised description of Citizen Participation, pages 9 - 10.

RESOLUTION NO. 93- 49

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA CAÑADA FLINTRIDGE ADOPTING THE 1993 UPDATES OF THE LAND USE MAP OF THE GENERAL PLAN FOR THE CITY OF LA CAÑADA FLINTRIDGE CASE NUMBER GPA 93-02

WHEREAS, the City Council has adopted by separate resolution the 1993 Updates of the Land Use Element of the General Plan for the City of La Cañada Flintridge;

WHEREAS, the Government Code of the State of California requires that the permitted land uses be identified for each parcel of land in the City; and

WHEREAS, the City 1993 Land Use Map has been prepared concurrent with the 1993 Update of the Land Use Element, and has been a part of the public hearing process and findings of fact identified in the Resolution adopting the Land Use Element of the General Plan for the City of La Cañada Flintridge;

NOW THEREFORE, the City Council of the City of La Cañada Flintridge does hereby find and determine as follows:

1. The 1993 Update of the General Plan Land Use and Housing Elements, GPA 93-02, includes a statement of development policies and provide diagrams and text setting forth objectives, principles, standards, and plan proposals appropriate to the City of La Cañada Flintridge; and

2. The 1993 Land Use Element Update, GPA 93-02, designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agricultural, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land within the City, as required in California Government Code Section 65302; furthermore, said Land Use Element includes a statement of the standards of population density and building intensity recommended for the area covered by this plan, as required by the California Government Code; and

3. During the preparation or amendment of these general plan elements the City has provided opportunities for the involvement of citizens, public agencies, public utility companies and civic, education, and other community groups, through: communications in the City Newsletter; direct mailings to affected property owners

and community organizations, public agencies and public utilities; public workshops; press releases; publication of notice of public hearings in a newspaper of general circulation; and public hearings, as identified in the 1993 Update Appendix A; and

4. The development policies, diagrams and text setting forth objectives, principles, standards, and plan proposals of the July, 1993 Draft Land Use Element are internally consistent, and are consistent with all other adopted and proposed elements of the General Plan of the City of La Cañada Flintridge, including the July, 1993 Draft Housing Element; and

5. These 1993 Land Use Updates, GPA 93-02, provide for implementation of Government Code 65300, et seq., requiring the City to adopt a comprehensive, long-term general plan for physical development of the City in ways that accommodate local conditions and circumstances, while meeting the minimum requirements of said Government Code; and

6. The potential environmental impacts of said development policies, objectives, principles, standards, and plan proposals have been analyzed pursuant to the provisions of the California Environmental Quality Act (CEQA), and are addressed by this body in a separate, supporting resolution, recommending Certification of the Final Environmental Impact Report, EIR 93-01, and adoption of a Statement of Overriding Concern.

7. The Land Use Map shown as Figure LU-7, attached, relates many of the policies, objectives, principles, standards and plan proposals of the Land Use Element to the individual properties located in the City of La Cañada Flintridge, as required by the Government Code.

Section 2. Based on the above findings, the City Council of the City of La Cañada Flintridge does adopt the 1993 Land Use Map, shown as Figure LU-7, as amended through November 15, 1993.

PASSED, APPROVED AND ADOPTED this 15th day of November, ~~1993~~.

Mayor

ATTEST:

City Clerk

Ayes: Hastings, Liu, Edwards
Noes: None
Absent: None
Abstain: Feehan, Spence

RESOLUTION NO. 95- 17

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF LA CAÑADA FLINTRIDGE
CERTIFYING ENVIRONMENTAL IMPACT REPORT NO. 94-01
FOR THE UPDATE OF THE CIRCULATION ELEMENT AND
THE ADOPTION OF THE AIR QUALITY ELEMENT
OF THE GENERAL PLAN FOR
THE CITY OF LA CAÑADA FLINTRIDGE

WHEREAS, the City Council in 1992 initiated a phased, comprehensive update of the General Plan of the City of La Cañada Flintridge; and

WHEREAS, said update of the General Plan utilizes a Tiered Environmental Impact Report as provided for in the California Environmental Quality Act Guidelines, Section 15385; and

WHEREAS, Phase I of the comprehensive update, incorporating the Land Use and Housing Elements was completed on November 15, 1993, with adoption of these elements; and

WHEREAS, a Final Environmental Impact Report, known as Case No. EIR 93-01, was certified and Statement of Overriding Concern for the full scope of development proposed in the Land Use and Housing Elements and anticipated impacts on other General Plan Elements was adopted by the City Council on November 15, 1993; and

WHEREAS, the City Council established a General Plan Advisory Committee in March, 1994 for the purpose of initiating the Phase II Update of the Circulation Element and Adoption of the Air Quality Element of the General Plan of the City of La Cañada Flintridge, known as Case No. GPA 94-01; and

WHEREAS, the City contracted with Cotton/Beland/Associates to provide support services to the General Plan Advisory Committee and City Staff for these updates, including but not limited the preparation of an Environmental Impact Report on the additional impacts of the update of the Circulation Element and the adoption of the Air Quality Element, Case No. EIR 94-01; and

WHEREAS, the initial study on the proposed Update to the Circulation Element and Adoption of the Air Quality Element of the General Plan, GPA 94-01, found that the proposed programs were consistent with the findings of the Phase I Environmental Impact Report, EIR 93-01, and that the mitigation measures adopted as part of EIR 93-01 were sufficient to mitigate any significant environmental impacts of the proposed Phase II General Plan Amendment, GPA 94-01; and

WHEREAS, the City notified over 50 community organizations and individuals of its proceedings throughout the process of Updating the Circulation Element and adoption of the Air Quality Element, including the scoping process for the Environmental Impact Report, as identified in an official Notice of Preparation, issued May 11, 1994; and

WHEREAS, the City provided a Notice of Preparation to the State Clearinghouse and more than 50 governmental agencies, districts, utilities, franchisees and contractors to the City, as well as local realty agencies, the La Cañada Unified School District and the La Cañada Flintridge Trails Council; and

WHEREAS, the City received three responses to the Notice of Preparation; and

WHEREAS, the City directed that a Draft Environmental Impact Report be prepared and a Final Impact Report developed on the proposed Circulation and Air Quality Elements, GPA 94-01, and

WHEREAS, the City circulated the Draft Environmental Impact Report to 42 governmental agencies, districts, utilities, and organizations serving the community, including the La Cañada Unified School District and the La Cañada Flintridge Trails Council; and

WHEREAS, the City received five responses to the Draft Environmental Impact Report on the Circulation and Air Quality Elements, EIR 94-01; and

WHEREAS, the Planning Commission conducted public hearings on October 11, 1994, and October 25, 1993, following notification of affected citizens in the prescribed manner, at which hearings the Commission considered the Draft Circulation and Air Quality Elements, the Final Environmental Impact Report, staff reports dated October 11, 1994 and October 25, 1994 and public testimony; and

WHEREAS, during said public hearings the Planning Commission received written and verbal testimony in support of as well as in opposition to the contents of the Draft Circulation Element and the Draft Air Quality Element, as well as comments on the 1994 Final Environmental Impact Report; and

WHEREAS, the Planning Commission reviewed and considered the information within the proposed Final Environmental Impact Report EIR 94-01 and comments on the Draft Environmental Impact Report and responses to those comments prior to making a recommendation to the City Council to approve GPA 94-01; and

WHEREAS, the Planning Commission accepted as findings of fact all the facts contained in the Final Environmental Impact Report, dated October, 1994, and in the staff reports dated October 11, 1994 and October 25, 1994; and

WHEREAS, the Planning Commission adopted Resolution 94-43 on November 8, 1994, recommending that the City Council Certify the Final Environmental Impact Report, EIR 94-01; and

WHEREAS, the City Council conducted public hearings on November 21, 1994, and January 17, 1995, following notification of affected citizens in the prescribed manner, at which hearings the Commission considered the Draft Circulation and Air Quality Elements, the Final Environmental Impact Report, a staff report dated November 21, 1994 and public testimony; and

WHEREAS, during said public hearings the City Council received written and verbal testimony in support of as well as in opposition to the contents of the Draft Circulation Element and the Draft Air Quality Element, as well as comments on the 1994 Final Environmental Impact Report; and

WHEREAS, the City Council reviewed and considered the information within the proposed Final Environmental Impact Report EIR 94-01 and comments on the Draft Environmental Impact Report and responses to those comments; and

WHEREAS, the City Council accepts as findings of fact all the facts contained in the Final Environmental Impact Report, dated October, 1994, and in the staff reports dated November 21, 1994; and

WHEREAS, the City Council considered the full and reasonable range of alternatives for development policies for the City of La Cañada Flintridge through its General Plan Circulation and Air Quality Elements, and has rejected those alternatives in favor of the proposal known as General Plan Amendment GPA 94-01; and

WHEREAS, the City Council determined that the first tier Final Environmental Impact Report EIR 93-01 with Mitigation Measures and the Statement of Overriding Consideration which were certified and adopted concurrently on November 15, 1993, effectively addresses the environmental impacts of the subsequent Circulation and Air Quality Elements, in that said EIR 93-01 and Statement adequately anticipated the portions of the General Plan goals and policies for Circulation and Air Quality as related to Land Use and Housing which cannot be mitigated to a level of insignificance.

NOW THEREFORE, the City Council of the City of La Cañadá Flintridge does hereby find and determine as follows:

Section 1: CEQA Compliance

A. The Environmental Impact Report, EIR 94-01, prepared on the 1994-95 Update of the General Plan Circulation Element and Adoption of the General Plan Air Quality Element, GPA 94-01, is adequate and has been prepared in compliance with the California Environmental Quality Act (CEQA) and the State and City CEQA Guidelines, and the City's adopted environmental procedures, and the Planning Commission has considered the information contained in the Environmental Impact Report.

B. There were no substantive changes in the scope of the project, as identified in the Notice of Preparation and Draft Environmental Impact Report, which would have any significant impact in the scope of the overall program as proposed in the May 9, 1995 versions of the Circulation and Air Quality Elements.

Section 2: Unavoidable Significant Environmental Impacts Identified in the EIR; Findings

No Unavoidable Significant Environmental Impacts were identified in the Environmental Impact Report EIR 94-01 which were not already addressed in EIR 93-01, including its Mitigation Measures and accompanying Statement of Overriding Concern.

Section 3: Significant Environmental Impacts Identified in the EIR That Can Be Avoided or Mitigated; Findings

No Significant Environmental Impacts were identified in the Environmental Impact Report EIR 94-01 which were not already addressed in EIR 93-01, including its Mitigation Measures and accompanying Statement of Overriding Concern.

Section 4: Findings Concerning Project Alternatives

A. NO PROJECT: This alternative assumes no additional development would be permitted, as defined by the No Project Alternative given in CEQA case law. This alternative is considered environmentally inferior for the following reasons:

1. Adverse impacts associated with this alternative include unsafe travel speeds along Foothill Boulevard, continued poor traffic safety conditions and limited pedestrian access on Verdugo Boulevard, a reduced degree of pedestrian safety near schools where sidewalks are lacking, and bicycle/motor vehicle conflicts along the City's most heavily-traveled roadways.

2. The "no project" alternative would perpetuate existing traffic safety hazards in specific locations throughout La Canada Flintridge.

3. If the City does not implement its planned bikeway program, it will eliminate an opportunity to help further regional air quality goals. This impact is considered adverse.

B. EXISTING GENERAL PLAN: The Existing General Plan alternative assumes that the City will develop to buildout under the Land Use Element as proposed and adopted in 1993. The existing General Plan Circulation Element does not address the revised growth potential of the Land Use and Housing Elements adopted in 1993. The potential impacts of retaining the existing Circulation Element are:

- Decreasing operating conditions, in the long term, on roadways proposed for upgrading in the May 9, 1995 Circulation Element. However, the traffic analysis conducted indicates that traffic volumes will not exceed roadway capacity;

- Unnecessary and costly improvements to roadways currently planned beyond actual anticipated traffic demand; and

- Continued high travel speeds along Foothill Boulevard, resulting in continued traffic and pedestrian safety concerns.

This alternative would not provide for the circulation improvements which have been identified as necessary to improve operating and traffic safety conditions Citywide. In this regard, the existing General Plan alternative is environmentally inferior to the proposed Circulation and Air Quality Elements.

Section 5. Based on the above findings, the City Council of the City of La Cañada Flintridge does hereby resolve to Certify the Environmental Impact Report EIR 94-01 regarding the approval of the 1995 Update of the Circulation Elements and Adoption of the Air Quality Element, GPA 94-01.

PASSED, APPROVED AND ADOPTED this 15th day of May, 1995.

Carol Liu
MAYOR

ATTEST:

Patricia Anderson
City Clerk

Ayes: Edwards, Feehan, Spence, Hastings, Liu
Noes: None
Absent: None
Abstain: None

RESOLUTION NO. 95- 18

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LA CAÑADA FLINTRIDGE ADOPTING THE 1994-1995 UPDATE OF THE CIRCULATION ELEMENT AND ADOPTING THE AIR QUALITY ELEMENT OF THE GENERAL PLAN FOR THE CITY OF LA CAÑADA FLINTRIDGE CASE NUMBER GPA 94-01

WHEREAS, the City Council established a General Plan Advisory Committee in March, 1994 for the purpose of initiating an Update of the Circulation Element and Adoption of an Air Quality Element of the General Plan of the City of La Cañada Flintridge; and

WHEREAS, the General Plan Advisory Committee diligently followed the charge and work plan for these updates as directed by the City Council; and

WHEREAS, the City contracted with Cotton/Beland/Associates to provide support services to the General Plan Advisory Committee and City Staff for these updates; and

WHEREAS, the City notified over 50 community organizations and individuals of the General Plan Advisory Committee's proceedings throughout the process of updating the Circulation Element and adopting the Air Quality Element; and

WHEREAS, the General Plan Advisory Committee utilized a combination of Issue Papers and public workshops to formulate its focused policies on specific issues as directed by the City Council: Air Quality Regulations on Local Businesses; Public Improvements As Related to Air Quality; Land Use Controls Relating to Air Quality; Components of an Air Quality Implementation Plan; Public Safety; Dedications of Public Right-Of-Way; Integration of the Foothill Boulevard Master Plan, Verdugo Boulevard:The Descanso Gateway District; and Integration of the Bikeway Plan; and

WHEREAS, the General Plan Advisory Committee conducted a public workshop on the proposed Update to the Circulation Element and Adoption of an Air Quality Element on June 22, 1994; and

WHEREAS, the General Plan Advisory Committee conducted a Neighborhood Meeting on September 10, 1994 to specifically address issues related to the "North Road" concept of the Circulation Element; and

WHEREAS, the General Plan Advisory Committee held a Joint Study Session on June 14, 1994 regarding the proposed Update to the Circulation Element and Adoption of an Air Quality Element with the Public Works Commission, the Public Safety Commission and the Planning Commission; and

WHEREAS, the General Plan Advisory Committee held additional Study Sessions on said Draft Elements with the Public Works Commission on September 14, 1994, and with the Public Safety Commission on September 20, 1994; and

WHEREAS, the General Plan Advisory Committee forwarded its recommended Draft Circulation and Air Quality Elements, to the Planning Commission for public hearing concurrent with its consideration of the related Final Environmental Impact Report; and

WHEREAS, the Planning Commission conducted public hearings on October 11, 1994, and October 25, 1994, following notification of affected citizens in the prescribed manner, at which hearings the Commission considered the Draft Circulation and Air Quality Elements, the Final Environmental Impact Report, staff reports dated October 11, 1994 and October 25, 1994 and public testimony; and

WHEREAS, during said public hearings the Planning Commission received written and verbal testimony in support of as well as in opposition to the contents of the October 11, 1994 Draft Versions of the Circulation and Air Quality Elements; and

WHEREAS, the Planning Commission accepted as findings of fact all the facts contained in the Draft Circulation and Air Quality Elements dated November 8, 1994; and

WHEREAS, at the conclusion of the public hearings the Planning Commission recommended by Resolution 94-43 that the City Council certify the Environmental Impact Report EIR 94-01;

WHEREAS, the City Council conducted study sessions jointly with the General Plan Advisory Committee and the Planning Commission, to study the Draft Circulation Element on November 21, 1994 and to study the Draft Air Quality Element on January 17, 1995; and

WHEREAS, the City Council conducted public hearings on November 21, 1995 and January 17, 1995 on the updates to the Circulation Element and the proposed Air Quality Element of the General Plan; and

WHEREAS, the City Council conducted additional study sessions on the Circulation Element on March 7, 1995, March 23, 1995, April 5, 1995, and May 9, 1995; and

WHEREAS, the City Council accepts as findings of fact all the facts contained in the Circulation and Air Quality Elements dated May 9, 1995.

NOW THEREFORE, the City Council of the City of La Cañada Flintridge does hereby find and determine as follows:

1. The May 9, 1995 General Plan Circulation Element and Air Quality Element, GPA 94-01, include a statement of development policies and provide diagrams and text setting forth objectives, principles, standards, and plan proposals appropriate to the City of La Cañada Flintridge; and

2. The May 9, 1995 Circulation Element include the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the Land Use Element as adopted in 1993, as is required by Government Code Section 65302(b); and

3. During the preparation or amendment of these general plan elements the City has provided opportunities for the involvement of citizens, public agencies, public utility companies and civic, education, and other community groups, through: communications in the City Newsletter; direct mailings to affected property owners and community organizations, public agencies and public utilities; public workshops; press releases; publication of notice of public hearings in a newspaper of general circulation; and public hearings; and

4. The policies, diagrams and text setting forth objectives, principles, standards, and plan proposals of the May 9, 1995 Circulation Element are internally consistent, and are consistent with all other adopted and proposed elements of the General Plan of the City of La Cañada Flintridge, including the May 9, 1995 Air Quality Element; and

5. The policies, diagrams and text setting forth objectives, principles, standards, and plan proposals of the May 9, 1995 Air Quality Element are internally consistent, and are consistent with all other adopted and proposed elements of the General Plan of the City of La Cañada Flintridge, including the May 9, 1995 Circulation Element; and

6. These 1995 Circulation and Air Quality amendments to the General Plan, GPA 94-01, provide for implementation of Government Code 65300, et seq., requiring the City to adopt a comprehensive, long-term general plan for physical development

of the City in ways that accommodate local conditions and circumstances, while meeting the minimum requirements of said Government Code; and

7. The potential environmental impacts of said development policies, objectives, principles, standards, and plan proposals have been analyzed pursuant to the provisions of the California Environmental Quality Act (CEQA), and are addressed by this body in a separate, supporting resolution, Certifying the Final Environmental Impact Report, EIR 94-01.

Section 2. Based on the above findings, the City Council of the City of La Cañada Flintridge does hereby resolve to recommend that the City Council of the City of La Cañada Flintridge approve the 1995 Update of the Circulation Element and Adoption of the Air Quality Element, GPA 94-01, as amended through May 9, 1995.

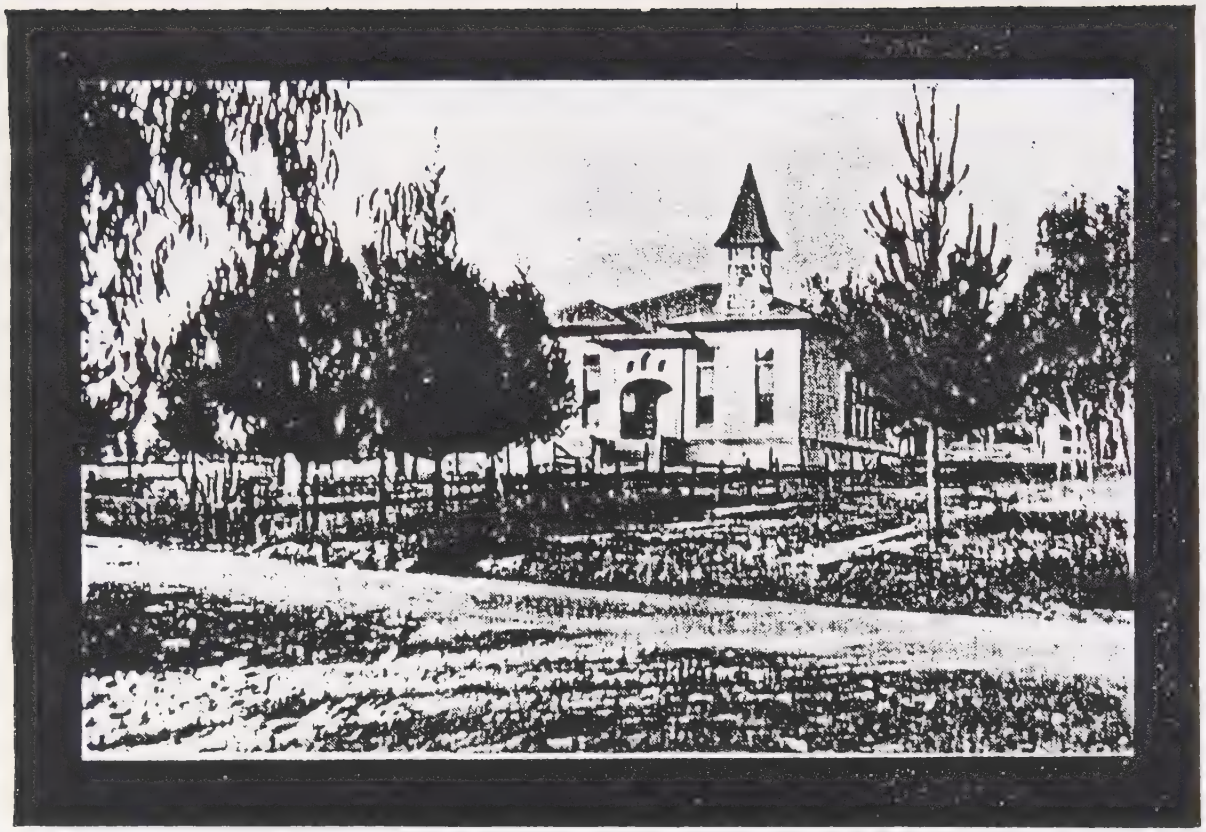
PASSED, APPROVED AND ADOPTED this 15th day of May, 1995.

Paul C. Liu
MAYOR

ATTEST:

Patricia Gardiner
City Clerk

Ayes: Edwards, Feehan, Spence, Hastings, Liu
Noes: None
Absent: None
Abstain: None



La Canada Elementary School

Introduction

Introduction

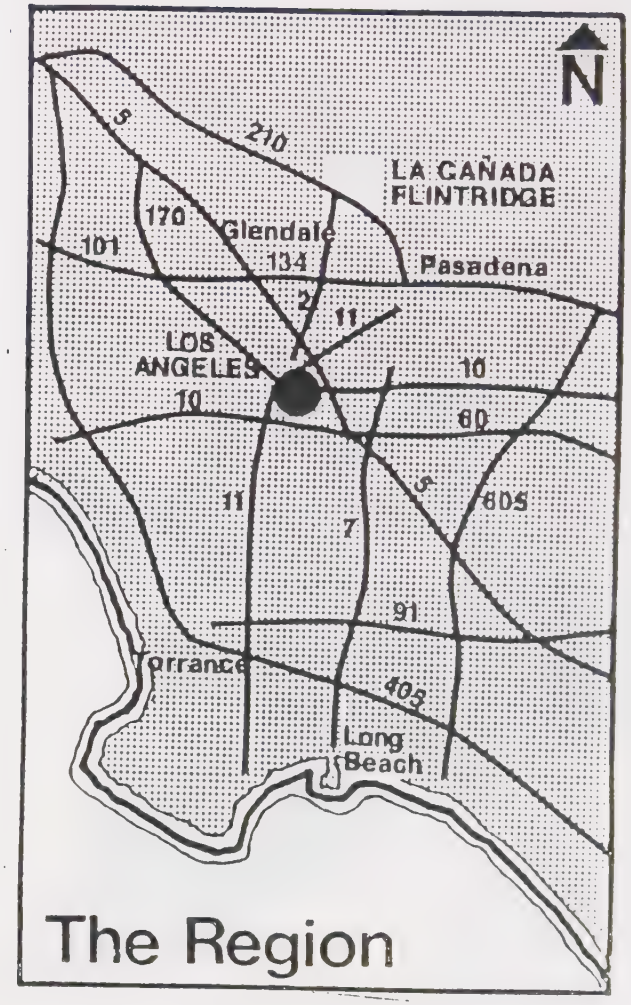
The City of La Canada Flintridge is located 13.5 miles northeast of downtown Los Angeles, in a valley between the San Rafael Hills on the south and the San Gabriel Mountains on the north. It adjoins the City of Glendale to the southwest, the City of Pasadena to the east, and the Angeles National Forest on the north. The City contains an area of approximately 8.6 square miles.

EARLY SETTLERS

Among the earliest known settlers of the La Canada Flintridge area were the Gabrielino Indians. Gabrielino is the name given to the group of Indian inhabitants of Southern California. They are of the Shoshonean branch of the Uto-Aztekan linguistic stock. Although few traces remain due to frequent flooding, there is high probability that the streams and canyons in La Canada Flintridge provided temporary camping grounds for these Indians. To date, remnants of large permanent Indian camps have been found in Big Tujunga and in the Linda Vista area.

THE SPANISH PERIOD

The Spanish land exploration of California began in 1769 when Captain Gaspar de Portola, Governor of Baja California, led an expedition north to the San Francisco Bay area. California remained under Spanish rule until 1822 when it became a colony of Mexico after Mexico won its independence from Spain. It was during the Spanish period that the Franciscans and other church orders established missions throughout the state. The Mission San Gabriel Arcangel was established in 1771. In 1784, Corporal Jose Maria Verdugo, who was stationed at Mission San Gabriel, petitioned Governor Pedro Fages for permission to graze livestock on 42,000 acres between the Los Angeles River and the Arroyo Seco from the new pueblo of Los Angeles on the south, to the San



The Region

Gabriel Mountains on the north. Although La Canada Valley was part of this area, it was probably not used by Verdugo to graze his livestock due to its isolation and lack of a good water supply. Verdugo's grant was known as Rancho San Rafael.

THE MEXICAN PERIOD

The missions were secularized and their lands gradually granted to private owners after Mexican independence in 1822. In 1843, Ignacio Coronel was granted 12,300 acres in the area now containing La Canada Flintridge, La Crescenta, Verdugo Woodlands and the San Rafael Hills. Coronel called his grant "La Canada atras de Los Berdugos". He was able to obtain the property from Governor Micheltorena over the protests of Verdugo's descendents because it was unoccupied and uncultivated.

UNITED STATES OCCUPATION AND STATEHOOD

California was occupied by the United States after the Treaty of Guadalupe Hidalgo, which ended the Mexican War of 1846 - 1848. It became the thirty-first state on September 9, 1850. For many years after the beginning of the Mexican War, land titles in California were unsettled. Ignacio Coronel sold Rancho La Canada to two lawyers, Jonathan Scott and Benjamin Hayes, in 1852. Scott bought out his partner and in 1858 traded Rancho La Canada back to Julio Verdugo, a descendent of Jose Maria, for what is now Burbank. Verdugo wanted the water supply in Verdugo Woodlands for Rancho San Rafael, so he had the U. S. Government Surveyor, Henry Hancock, move the southern boundary between Rancho La Canada and Rancho San Rafael further north to a line running west from what is now Devil's Gate Dam. Rancho La Canada was therefore reduced to 5,832 acres. Julio Verdugo owned the property until 1869 when Los Angeles County seized the property by court order to pay Verdugo's debts.



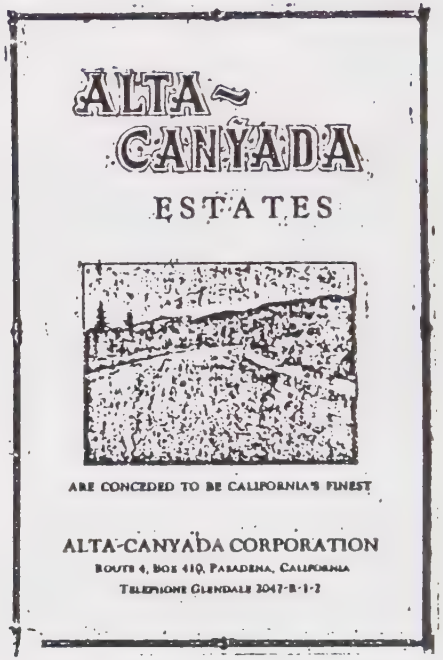
Introduction

The property was sold by the County in 1872 to an A. B. Chapman and Andrew Glassell. However, after realizing there was no water source serving the property, they sold the land grant in 1876. Colonel A. W. Williams, a Civil War veteran, and Dr. Jacob L. Lanterman, a dentist, both of Lansing, Michigan, purchased the 5,832 acres of land in the San Gabriel Valley designated Rancho La Canada and started the community of La Canada now incorporated as La Canada Flintridge. Growth of the community was limited until 1892 when approximately 50 area families organized a land and water company, community church and fruit growers' association.

TWENTIETH CENTURY

In the 1920's, developers began to subdivide the land and attract buyers with the beautiful scenery. Edwin T. Earl, inventor of the refrigerated fruit railroad car, who also published the "Los Angeles Tribune Express", bought a large parcel of land at the upper northwest corner of the community of La Canada for development. He called his development "Alta Canyada" and planted the deodars for which this development is now renowned.

On the opposite side of the valley from Alta Canyada, U. S. Senator Frank P. Flint bought 500 acres of the Turner Ranch and, joining with other owners, gradually acquired 1,700 acres south of Foothill Boulevard. This land was subdivided and named "Flintridge" and was developed with winding streets laid out by Senator Flint on horseback. From the beginning, water was a serious problem and caused much bickering among the early settlers. Colonel Williams, not knowing anything about Southern California, had hoped to dam the canyons and use the winter rain water for summer irrigation. He did not realize the porous quality of the soil and that drainage is underground except in flood stage. Furthermore, Rancho La Canada did not include the canyon streams which were on public section land already claimed or homesteaded by Colonels Pickens and Hall. Dr. Lanterman and Colonel Williams appealed in vain

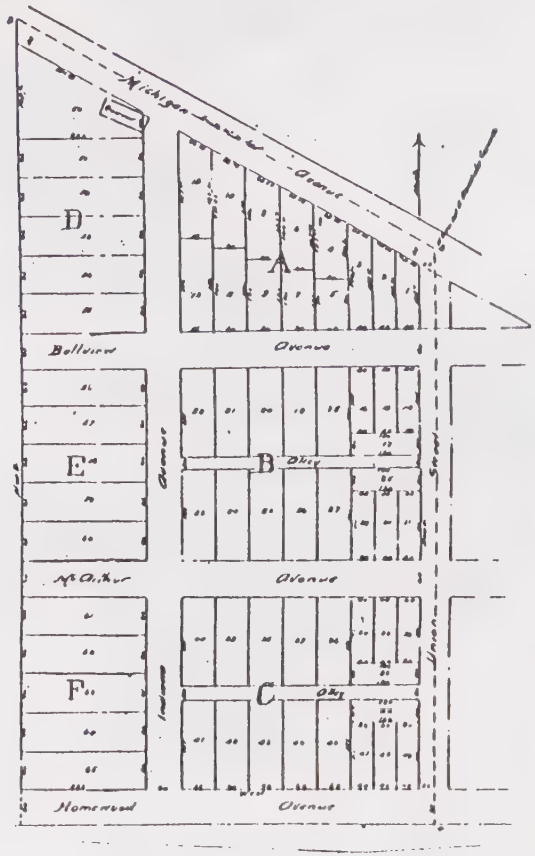


Introduction

to the General Land Office for a new survey, hoping to have it include the canyons with the streams within the Rancho boundaries. Finally, Dr. Lanterman personally purchased Pickens' water rights for $1,250 and 40 acres of good land in Lot #21 of Rancho La Canada.

The Valley Water Co. was formed in 1910. Wells were drilled at the corner of Hampton and Michigan Avenues on Lanterman Estate property. These wells were the only source of water. The community was then sued by the City of Pasadena to obtain the rights to pump from the Raymond Basin, the underground reservoir beneath eight communities in the area. In 1937, adjudication of water rights for users of the Raymond Basin was started to determine the fair distribution of underground water to the eight communities. The suit was settled in 1943 and the State Watermaster was appointed to control the amount of water pumped from the underground reservoir. The amount of water apportioned to La Canada Flintridge was not sufficient to permit further unlimited property development.

In 1951, Assemblyman Frank Lanterman sponsored and helped plan into law, a major amendment to the Municipal Water District Act of 1911 which permitted formation of the Foothill Municipal Water District. In 1952, steps were taken to join the Metropolitan Water District (MWD). Bonds were issued to pay for joining the MWD and for building a system to deliver water to the Foothill Water agencies. The first Colorado River water was delivered to the community in 1955, just in time to relieve a serious drought and heat wave. In the early Seventies, Assemblyman Frank Lanterman introduced and successfully enacted a bill to obtain a balanced blend of State water for this area from the California State Water Project in Northern California. The first supply was received in July, 1975, and after mixing with Colorado River water, produced a satisfactory 50 percent blend to handle the needs of this and other Southern California communities.



Introduction

CITYHOOD

On November 2, 1976, citizens of La Canada and Flintridge overwhelmingly supported and voted for the incorporation of both communities into the City of La Canada Flintridge. The City operates with a council-manager form of government. The five member council consists of local citizens elected at large for four year staggered terms. Annually, the City Council selects a mayor from among its members. The City Manager is appointed by the City Council and is responsible for the day-to-day administration of the City. All City functions, except planning and finance, are carried out by private contractors or various departments of Los Angeles County.

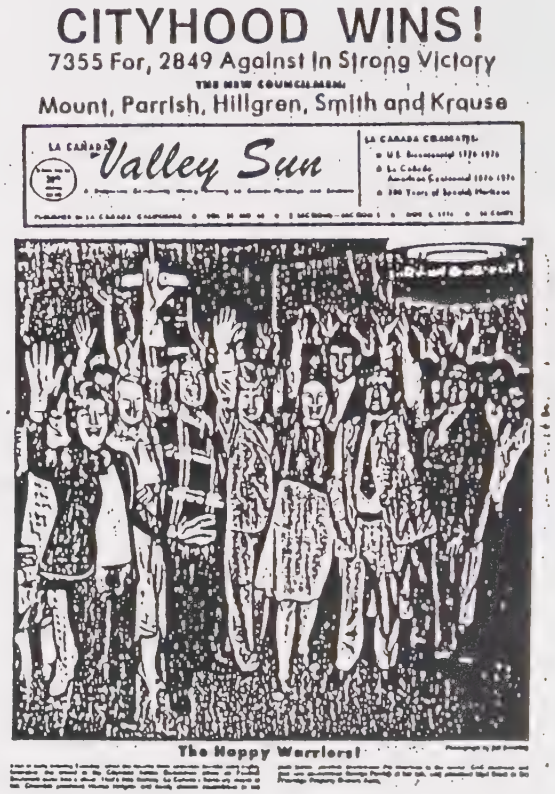
On May 15, 1978, the westerly boundaries of the City were further extended as a result of an annexation of land south of Foothill Boulevard.

DEVELOPMENT ISSUES

Although recently incorporated as a city, La Canada Flintridge is an almost fully developed, well established and stabilized community. The most immediate concern of the community is the final disposition of several large hillside parcels of land.

The City has experienced and is familiar with the hazards of hillside development such as fire, flood and improper techniques of grading. It is such hazards and the community's concern for maintaining high standards of development quality, design and construction that represent the City's most pressing issues today.

A second major concern is the improvement of the City's commercial section. Residents rely heavily upon the local business community for providing daily goods and services as well as specialty items. However, many residents purchase such goods and services in neighboring cities.


CITYHOOD WINS!
7355 For, 2849 Against In Strong Victory
THE NEW COUNCILMEN:
Mount, Parrish, Hillgren, Smith and Krause
La Canada Valley Sun
The Happy Warriors!

Introduction

It is believed that with provisions for improved parking, traffic circulation, architectural design, landscaping and a better distribution of uses, the commercial section can be enhanced to foster an increase of commercial trade.

Finally, another major issue confronting the City in the next twenty years is its maintenance primarily as a single family residential community.

THE GENERAL PLAN

The General Plan reaffirms community character established in the past, and without redefining such character, it expresses City policy regarding present and future physical, social and economic development, based on the widely-held attitudes, desires and priorities of the local citizenry.

This plan sets forth guidelines to which development projects, public and private alike, must adhere and is the official statement of policies governing all City Council, advisory commission and administrative decisions regarding zoning, subdivisions and public improvements.

California planning law requires each city and county to establish a planning agency and a planning process to guide future growth and change within the framework of officially adopted goals and policies addressing land use, circulation, housing, environmental quality, conservation of resources, safety and other relevant physical, social and economic factors. The City's zoning and subdivision ordinances, plus any other development and land use regulations contained in the City's municipal code must conform to the policies articulated in the General Plan.

CITIZEN PARTICIPATION

The La Canada Flintridge General Plan was generated over a period of years, with the final text which follows in this document representing the product of an extensive process of citizen involvement and input. A comprehensive questionnaire, covering a wide range of General Plan issues was circulated to over 600 citizens in early 1977 (A sample questionnaire is located in the appendix). Based upon responses to this questionnaire and several study sessions before the City Planning Commission, draft goals, issues and policies were prepared as a framework for a Draft Plan itself. City staff, working with an experienced consultant, subsequently undertook detailed research and began preparing the Draft General Plan text for community, Planning Commission and City Council review. The Draft General Plan was published in tabloid form and enclosed for distribution with the July 27, 1978 issue of the La Canada Valley Sun. It is estimated that this document reached approximately 5,000 households.

Subsequent to one year of review at no less than twenty-one meetings held for the purpose of reviewing the General Plan and obtaining additional citizen input, the Planning Commission approved an amended Draft General Plan and recommended its adoption by the City Council.

ADOPTION AND IMPLEMENTATION

Subsequent to adoption by the City Council, on March 3, 1980, the process of plan implementation will also demand ongoing effort from the community. Anticipated amendments or revisions to the City's zoning and development-related ordinances must be undertaken and accomplished to enable the goals and policies articulated in the plan to be translated into decisions and actions by the City. Programs proposed in the General Plan are intended as programs the City desires to accomplish, and are not intended as mandates to the City. The programs will be undertaken on a priority basis within the constraints of available staff time and financial resources. Further, the General Plan should not be regarded as a final irrevocable City policy. Rather, the plan should be dynamic and flexible in meeting changing City needs and community priorities.

Land Use Element

City of La Cañada Flintridge

Adopted: November 15, 1993



CITY OF LA CAÑADA FLINTRIDGE

City Council

Jim Edwards, Mayor
David Spence, Mayor Pro Tem
Joan C. Freehen
John W. Hastings
Carol Liu

Planning Commission

Thomas French, Chairman
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747 East Green Street, Suite 400
Pasadena, California 91101

November 15, 1993

LAND USE ELEMENT
TABLE OF CONTENTS

		Page
Introduction to Land Use Element		1
	Purpose	2
	Related Plans and Programs	4
	Scope and Content	6
	Relationship to Other General Plan Elements	7
	Public Participation	7
Section I:	Existing Land Use Characteristics	9
	Residential	9
	Commercial	12
	Public/Semi-Public	13
	Open Space/Parks and Recreation	15
	Vacant	17
	Transportation Facilities	17
Section II:	Land Use Study Areas	18
	Hillside Areas	18
	Foothill Boulevard	22
	Residential "Mansionization"	30
	Residential Lot Splits	32
	Verdugo Boulevard - Descanso Gateway District	34
	Public/Semi-Public	36
	Long Term Needs of Seniors	40
Section III:	Land Use Goals and Policies	43
	Balanced Development	43
	Compatible and Complementary Development	44
	Environmentally Sensitive and Safe Development	45
	Hillside Areas	47
	Foothill Boulevard	48
	Residential Mansionization	51
	Residential Lot Splits	52
	Verdugo Boulevard - Descanso Gateway District	53
	Public/Semi-Public	54
	Long Term Needs of Seniors	55
Section IV:	Land Use Plan and Policy Map	57
	Land Use Policy Considerations	57
	Land Use Designations	61
	Land Use Policy Implications	68

LIST OF FIGURES

Figure		Page
LU-1	Regional Location	1
LU-2	Existing Land Use	10
LU-3	Hillside Management A/B Line and Transition Areas	21
LU-4	Foothill Boulevard: Development Opportunity Overlay	28
LU-5	Public/Semi-Public Lands	37
LU-6	Definition of Floor Area Ratio	63
LU-7	Land Use Policy Map	72

LIST OF TABLES

Table		Page
LU-1	Existing Land Use	11
LU-2	Land Use Policy Implications	73

LAND USE ELEMENT
TABLE OF APPENDICES
(Under Separate Cover)

Page

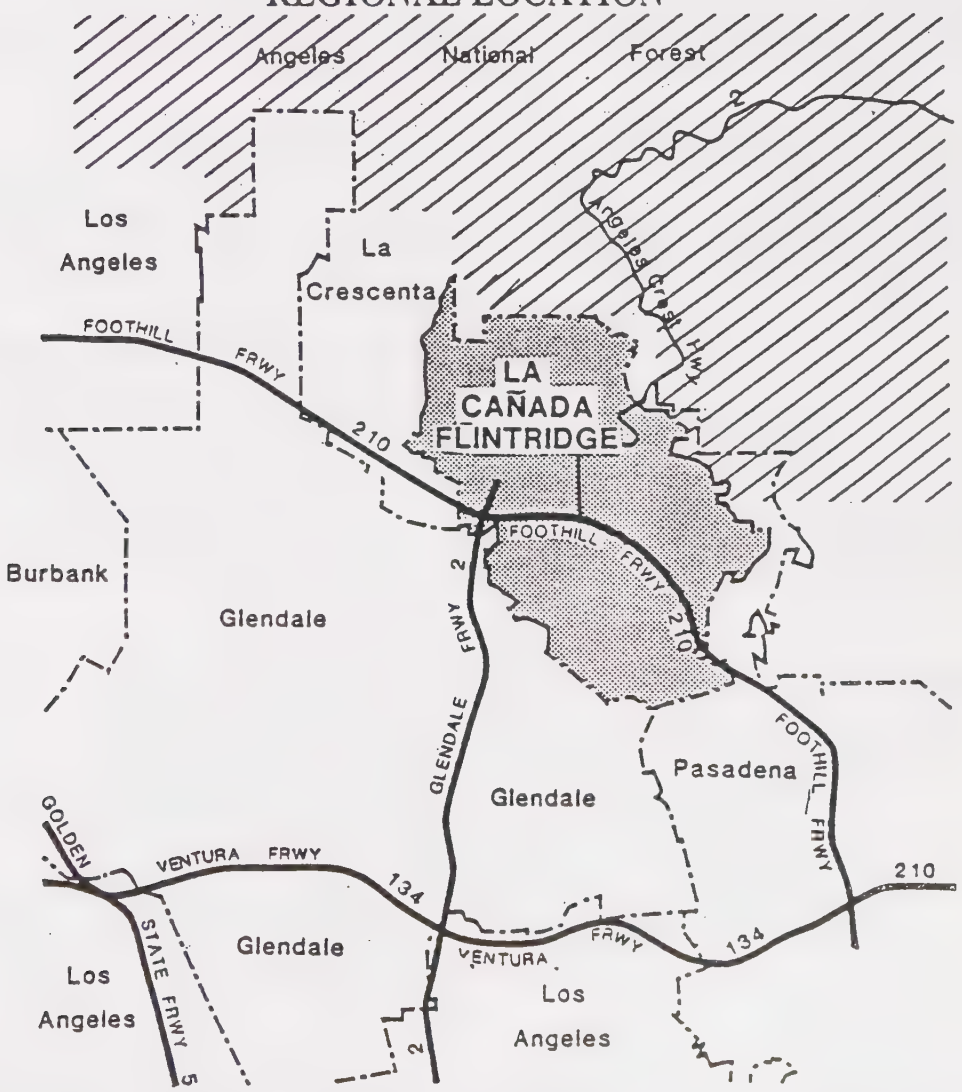
Appendices

Appendix A:	Recommendations on Development Standards to Address Mansionization	A-1
Appendix B:	Land Use Inconsistencies Analysis	B-1
Appendix C:	Fire Zone 4 Building Requirements	C-1
Appendix D:	GPAC Issue Papers and Memoranda	D-1
Appendix E:	Comments on GPAC Draft Land Use Element (March 9, 1993 Version)	E-1

INTRODUCTION TO LAND USE ELEMENT

The City of La Cañada Flintridge, incorporated in 1976, is located in Los Angeles County, approximately 13 miles northeast of downtown Los Angeles. The City encompasses approximately 8.6 square miles and is surrounded by the City of Pasadena to the east, the City of Glendale to the south, the Angeles National Forest to the north, and the unincorporated county areas of La Crescenta and Montrose to the west.

FIGURE LU-1
REGIONAL LOCATION



Prior to incorporation in 1976, the La Cañada Flintridge area was already fully developed and well-established as the two county areas of La Cañada on the north and Flintridge on the south. In the 1920s, developers began to subdivide the land and attract buyers. The largest subdivisions included Alta Canyada, developed by Edwin T. Earl (inventor of the refrigerated fruit railroad car), Descanso/Central La Cañada carved out of the Lanterman family holdings, and Flintridge, laid out by U.S. Senator Frank P. Flint.

During the regional building boom years of the late 1940's and early 1950's, limited growth in La Cañada Flintridge was the result of insufficient water supply and water rights which was translated into Los Angeles County's 1948 Zoning Code provisions. Although the Foothill Municipal Water District was annexed to the Los Angeles Metropolitan Water District (MWD) in 1953, major land development patterns were already established in the City by this time. Further growth in the region through the 1950's and 1960's was frequently driven by the accessibility of freeways, but the Glendale (2) Freeway and 210 Freeway were not completed through La Cañada Flintridge until the early 1970's.

Today La Cañada Flintridge's adopted policy is to retain the community's natural and semi-rural character. In addition, the presence of environmental and infrastructure constraints (i.e., hillside topography, wildfire hazards, lack of sanitary sewers) on much of the remaining vacant land in the City precludes extensive development. In 1980, the City's total population was 20,153; in 1990, the total was 19,378. Nearly 90 percent of the City's developed parcels consist of single-family residential uses, generally on large lots (one-quarter acre or more) with heavily landscaped streets. Regional and local commercial uses are limited to some portions of Foothill Boulevard and Verdugo Boulevard. NASA's Jet Propulsion Laboratory, located in the easternmost part of the community, is the City's largest employer. Growth continues to be limited to small residential subdivisions, residential infill, and recycling of commercial uses on Foothill Boulevard.

PURPOSE

California Planning, Zoning, and Development Laws, compiled and published by the Governor's Office of Planning and Research, require every jurisdiction to prepare and adopt a comprehensive, long-term general plan to guide physical development in its jurisdiction, including any land

outside its boundaries which in the planning agency's judgment bears relation to its planning.

The land use element is intended to describe present and planned land use activity and to address the relationship between land uses and environmental quality, potential hazards, and the City's social, educational, recreational and economic objectives. In accordance with State planning law (Government Code 65300 et seq.), the land use element must include the following:

- Proposed general distribution, location, and extent of land for housing, business, industry, open space, education, public buildings and grounds, solid and liquid waste disposal facilities, and other applicable types of public and private land use. A land use policy map illustrating this information must accompany the element's text.

- Quantifiable standards of population density (e.g., dwelling units per acre, population per household) and building intensity (e.g., limits on floor area ratio, lot coverage, or height) for each applicable land use designation;

- Identification of areas subject to flooding;

- In areas with mineral resources of regional or statewide significance, establishment of mineral resource management policies; and

- Analysis and policy direction relevant to other areas related to the physical development of the jurisdiction.

The La Cañada Flintridge Land Use Element defines the official City policy for the location of land uses and their orderly growth and development. The element serves as a guide for public officials and citizens to determine suitable development within La Cañada Flintridge.

Due to the comprehensive nature of the Land Use Element, land use issues are not addressed in the same detail as they typically would be addressed in certain physical planning documents, plans, and ordinances which the City can adopt. The land use categories described in this element indicate general categories of permissible uses and development intensities allowed within each category. Other documents, including the zoning ordinance, establish more specific regulations and policies influencing development.

In addition to many of these locally adopted plans, ordinances, and regulations that concentrate on issues confronting an individual jurisdiction, a number of regional plans affect the City. Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans which affect La Cañada Flintridge. Relevant regional plans are discussed briefly in the following paragraphs to indicate the relationship of the plans to this General Plan.

City Zoning Ordinance: The zoning ordinance is the principal method by which jurisdictions regulate land uses, building and lot sizes, building heights, and development character. A zoning ordinance consists of two primary components: (1) a map that delineates the boundaries of districts in which like uses developed at like standards are permitted, and
(2) text that explains the purpose of the zoning district, lists the permitted uses and those permitted under special conditions, and standards for development - such as minimum lot size, density, height, setbacks, lot coverage, and parking requirements. Each general plan land use category should be implemented by one or more corresponding zoning classifications. By law, the zoning ordinance must be consistent with the general plan.

The City of La Cañada Flintridge adopted by reference the County of Los Angeles Zoning Ordinance (Ordinance No. 1494) on April 4, 1977, four months after the City's

incorporation. Since that time, numerous City ordinances have revised, amended, or repealed portions of the County zoning ordinance to more closely reflect specific conditions and plans of the City.

Foothill Boulevard Master Plan: The Foothill Boulevard Master Plan, accepted by the City Council in November 1991, sets forth a vision for Foothill Boulevard which is rooted in preserving and enhancing a small-scale, pedestrian-oriented atmosphere. The City expects Foothill Boulevard to remain commercially oriented, serving primarily local needs, but also including some subregional merchants. To support the vision of a village character, the Master Plan studied the existing land use patterns on Foothill Boulevard and recommends general land use objectives, as well as focused land use objectives on a block-by-block basis.

To help identify existing and preferred land use patterns, the Master Plan recognizes five distinct districts along Foothill Boulevard within La Cañada Flintridge: West Gateway, The Link, Old Town, Downtown, and Michigan Hill. The Master Plan recommendations have been integrated into the General Plan Land Use Element and land use policy map by adopting goals, policies, and land use designations consistent with the Master Plan.

Redevelopment Plan: The City's Redevelopment Agency was formed in 1985, but due to a variety of economic and social reasons no project area has been adopted. The Agency could be empowered under state law to assemble lots, improve private properties, and finance development projects.

Regional Plans: In the latter half of the 1980s, growing regional concern and legislation regarding traffic, air pollution, rising housing costs, and other issues affecting the Southern California community as a whole led SCAG to prepare comprehensive regional plans which address these concerns. Four plans which affect planning in La Cañada Flintridge include SCAG's *Regional Mobility Plan; Growth Management Plan;* the California Regional Water Quality Control Board's (RWQCB) *Water Quality Control Plan for Region (4), Los Angeles River Basin (4B);* and the *Air Quality Management Plan*, prepared by the South Coast Air

Quality Management District (SCAQMD). These four plans are intended to work in concert to reduce traffic congestion and pollutant levels basinwide. Planning strategies focus on reducing automobile and truck traffic on the regional transportation network, as well as at local levels, and reducing the potential for new groundwater contamination.

La Cañada Flintridge has included in this General Plan relevant policies and programs which reflect and respond to SCAG's and SCAQMD's regional goals and the RWQCB's Los Angeles Basin Policy. In particular, policies in the Land Use Element addresses regional jobs/housing balance objectives by expanding opportunities for local serving commercial uses, and providing higher intensity residential uses within walking distance of services and public transit. Sewers are recommended to enhance the quality of life in both commercial and residential areas.

SCOPE AND CONTENT

The Land Use Element is divided into four sections:

- Existing Land Use Characteristics;
- Land Use Study Areas;
- Land Use Goals and Policies; and
- Land Use Plan and Policy Map.

Section I, Existing Land Use Characteristics, describes typical land uses, including residential, commercial, educational and community facilities, parks and recreation facilities, vacant lands, and transportation facilities, located within the community. Section II, Land Use Study Areas, utilizes this data to highlight land use issues confronting the City and establishes the framework for goal formulation and policy and program development contained in Section III. The Land Use Plan contained in Section IV identifies how land use policy will be implemented in La Cañada Flintridge.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

A major goal of the La Cañada Flintridge General Plan update is to achieve internal consistency throughout all of the General Plan elements. Since a jurisdiction's land use element defines how land will be utilized, it integrates and synthesizes most of the issues and policies contained in the other general plan elements.

The Land Use Element relates to the *Housing Element* by defining the extent and density of future residential development. The Land Use Element is also coordinated with the City's *Environmental Resource Management Element* in that open space and recreational resources are designated on the Land Use Policy Map, and environmental factors (e.g., natural resources, environmental constraints) are considered in locating land use types. The *Safety* and *Noise* elements identify public safety and noise constraints, which result in policies applicable to specific geographic locations and land uses. The *Circulation* and Land Use elements are interrelated in that specific land use decisions depend upon the circulation system's ability to adequately and efficiently accommodate anticipated traffic. Finally, the Land Use Element defines permitted uses so that the *Community Design Element* can help translate those possibilities into well-designed, visually pleasing results.

PUBLIC PARTICIPATION

The public plays an important role in both the preparation and implementation phases of the General Plan. Because the General Plan reflects community goals and objectives, citizens must be involved with issues identification and goals formulation. The La Cañada Flintridge Land Use Element update involved an extensive community participation program which formed the basis of the Element's policy direction (see 1993 General Plan Update, Appendix A - Public Participation).

The City Council appointed a General Plan Advisory Committee at the start of the update process to provide input into both the Land Use and Housing elements. The

Advisory Committee was comprised of nine City residents representing a diversity of viewpoints on land use issues facing the community; a list of Committee participants is included in the introductory pages of the Land Use Element.

City staff conducted a series of meetings over a period of six months with the Advisory Committee to develop consensus recommendations on the six land use study areas, and to review the draft Land Use Element. The Committee also provided direct input into the preparation of the Housing Element. Committee recommendations are set forth in the section entitled: "Land Use Study Areas," and are reflected in the Element's goals and policies. Specific recommendations for each topic area, including suggested modifications to the zoning ordinance, are included as an appendix to the Element.

Once the Committee developed its recommendations for each of the study areas, the City conducted a public workshop to share the recommended land use policy. Each Committee member presented an overview of one of the issue areas to the public, and explained the group's recommendations. Subsequent to the presentations, the public dispersed into small roundtable discussions to provide the Committee with their input.

A joint workshop was conducted with the City Council and Planning Commission to provide the opportunity for discussion of the modifications to the Land Use Element prior to the public hearings.

Copies of the public hearing draft Land Use Element were distributed to interested agencies and individuals, and copies were available for review and purchase at City Hall. The Land Use Element underwent additional review and revisions as a result of public hearings held before the Planning Commission and City Council.

SECTION I: EXISTING LAND USE CHARACTERISTICS

This section of the Land Use Element describes existing land use characteristics in the City. Figure LU-2 graphically depicts existing uses in La Cañada Flintridge, and Table LU-1 quantifies the amount of acreage devoted to each land use.

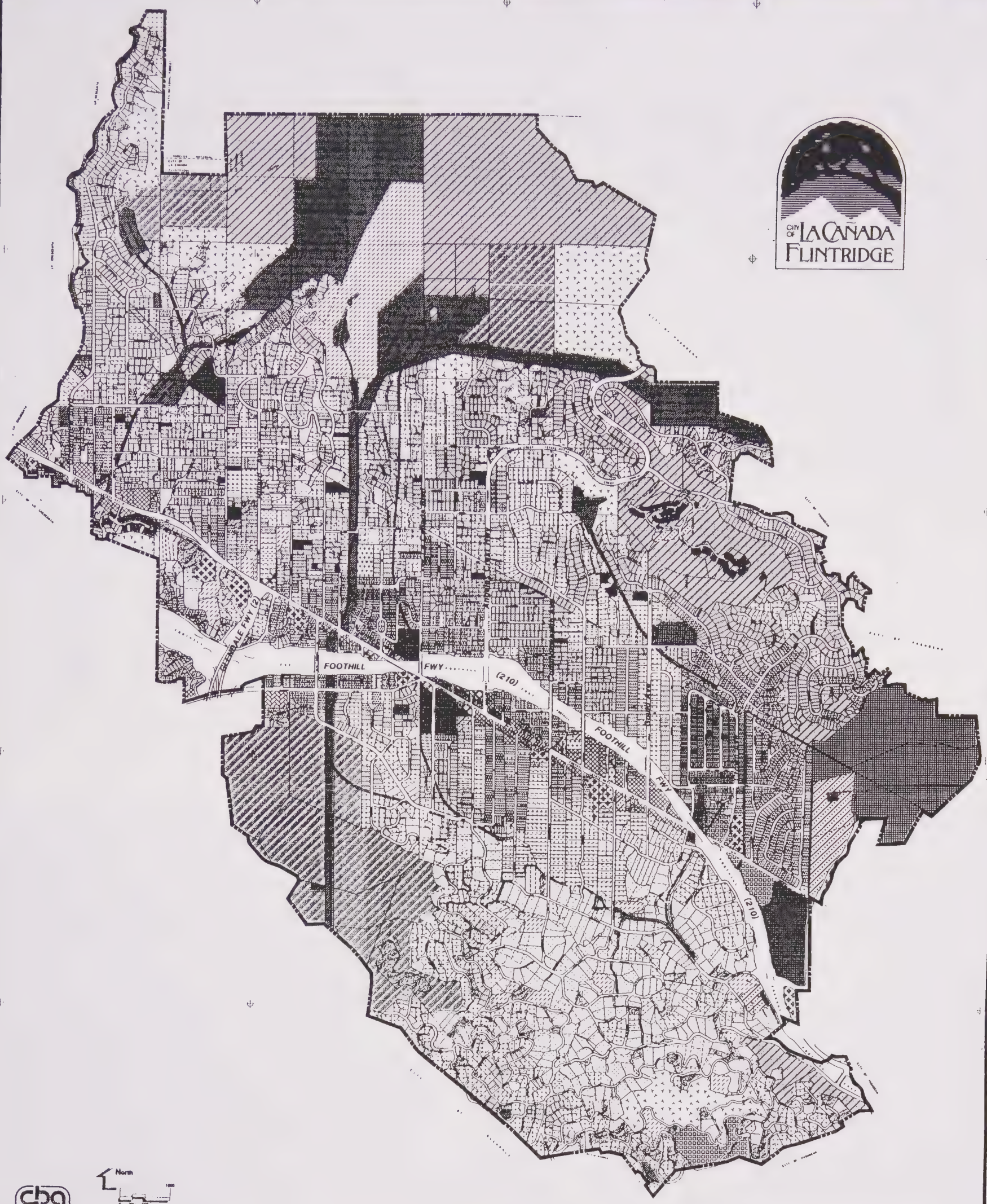
The land use information was digitized into a computer readable format. This process created a computer-generated existing land use map and corresponding statistics, which specifies land uses by type and acreage. Statistical calculations translate the total land use acreages into dwelling units, building square footage, and residential population. The statistics and map serve as the base data to develop the Land Use Element.

RESIDENTIAL

La Cañada Flintridge developed as a suburban residential community. Residential land uses comprise approximately 89 percent of developed land uses in the City and half of the City's total acreage. Typical housing types include large lot estate homes and low density single-family units.

Low Density Residential Development: Single-family homes encompass approximately 2,376 acres or 43 percent of La Cañada Flintridge's land area. Most residences are situated on large lots, one-quarter acre or more in size. The majority of homes are well constructed and properly maintained, resulting in high quality residential neighborhoods.

Medium Density Residential Development: In La Cañada Flintridge, medium density development ranges between 4-8.7 dwelling units/acre. Typical development is characterized by small lot residential land uses. A total of 336 acres are devoted to this land use within the City.



Large Estate Residential
Estate Residential
Very Low Density Residential
Low Density Residential
Medium Density Residential
High Density Residential

COMMERCIAL
Retail Sales/Services
Office
Mixed Use (O/R/C)
Light Industrial

PUBLIC-SEMI PUBLIC
Government
Public School
Private School
Church
Drainage Channel/Debris Basin/Utilities
Research & Development
Free-Standing Parking Lots

PARKS/OPEN SPACE
Park Developed
Public Open Space
Private Open Space
Equestrian/Trails
Community/Recreation Club

VACANT
Vacant
Vacant-Large Residential

Figure LU-2
Existing Land Use

TABLE LU-1
EXISTING LAND USE

LAND USE	ACRES	
Large Estate Residential	145	
Estate Residential	470	
Very Low Density Residential	802	
Low Density Residential	959	
Medium Density Residential	336	
High Density Residential	35	
Subtotal		2,747
Retail Sales/Services	52	
Office	11	
Mixed Use	0	
Light Industrial	< 1	
Subtotal		63
Drainage Channel/ Debris Basin/Utilities	406	
Research and Development (NASA)	143	
Public School	60	
Private School	35	
Church	29	
Government	8	
Subtotal		781
Developed Park	2	
Public Open Space	383	
Private Open Space	495	
Equestrian Trails	6	
Community Recreation Club	52	
Subtotal		938
Vacant - Large Residential	229	
Vacant	112	
Subtotal		341
Free-Standing Parking Lots	5	
Freeway	180	
Streets	570	
Subtotal		755
TOTAL		5,525

Source: City of La Cañada Flintridge, November 1992.

High Density Residential Development: High Density residential development encompasses approximately 35 acres, less than one percent of the City's total land area. High density residential development is characterized by densities of up to 30 dwelling units per acre, and is primarily located along the City's western border.

COMMERCIAL

The City contains approximately 63 acres of commercial uses, representing approximately one percent of the total land area. Foothill Boulevard serves as the City's primary commercial thoroughfare and includes a mix of commercial uses, such as small scale retail centers, service-oriented businesses, and limited office developments. The following section examines the type and extent of commercial uses in La Cañada Flintridge.

Retail Sales/Services: Retail and service uses are the most predominant commercial land uses in La Cañada Flintridge, encompassing 25 percent of the land devoted to commercial uses within the City. This land use category includes uses that are sales orientated, such as apparel stores and grocery stores. The majority of retail uses are located on Foothill Boulevard, and are predominately low-scale, one- and two-story structures.

Office: Office uses encompass 11 acres of land in the City, representing five percent of all the City's commercial land. Offices have been defined to include both professional and administrative offices. The City contains few multi-tenant office buildings.

Mixed Use: Less than one acre of developed land in La Cañada Flintridge is considered Mixed-Use. These parcels are developed with two or more of the following uses: office, commercial or residential.

Light Industrial: Light industrial uses comprise less than one acre of land in the City and are limited to a single non-conforming use. City zoning restrictions prohibit the development of additional light industrial uses.

For purposes of this analysis, public/semi-public lands include government facilities, government-owned Research and Development facilities, schools, churches, community facilities, and drainage channels/debris basins/utilities. These uses are presented here in order of acreage per use.

Drainage Channels/Debris Basins/Utilities and Other Districts' Facilities: As a hillside community, the City of La Cañada Flintridge contains a number of flood control facilities. Nine debris basins and nine flood control facilities are located within the City, including:

Debris Basins:

- Snover Canyon
- Hall Canyon
- Winery Canyon
- Hay Canyon and Sediment Replacement Site
- Gould Canyon
- Paradise Canyon
- Mullally
- Big Briar
- Upper Gould

Flood Control Facilities:

- Pickens Canyon
- Snover Canyon
- Webber Canyon
- Hall Canyon
- Beckley Canyon
- Winery Canyon
- Hay Canyon
- Gould Canyon
- Flint Canyon

A number of public utilities are also located within La Cañada Flintridge. Public utilities include La Cañada Irrigation District and Valley Water Company tanks and offices, Foothill Municipal Water District and Crescenta Valley County Water District facilities, Southern California Edison easements and sub-station, and Pacific Bell offices. The combined acreage of these drainage, utility and district uses is 406 acres.

Research and Development: The Jet Propulsion Laboratory (JPL), a diversified research, development, engineering and project management center of the National Aeronautics and Space Administration (NASA), operated by the California Institute of Technology, is located at the eastern City limits on a 143 acre parcel.

The Jet Propulsion Laboratory is the largest single land use entity in terms of acreage in the City of La Cañada Flintridge. It is also the most prominent landmark visible in the community to travelers entering from the east. Besides providing many employment opportunities for residents of La Cañada Flintridge and the surrounding communities, the Laboratory receives much national and international recognition for its scientific and engineering endeavors.

Schools: La Cañada Flintridge contains approximately 95 acres of land dedicated to public and private educational facilities. The nationally recognized La Cañada Unified School District's public education facilities in the community include:

- La Cañada Elementary School
- Palm Crest Elementary School
- Paradise Canyon Elementary School
- Oak Grove Elementary School
- Foothill Intermediate School
- La Cañada High School
- School District Office

The La Cañada Unified School District utilizes these facilities for educational or administrative purposes, except for the Foothill Intermediate and Oak Grove Elementary Schools. In order to further supplement State revenues, the LCUSD leases two currently unused facilities (Foothill Intermediate School and Oak Grove Elementary) to nine private schools and child care centers. This lease income plays an integral part in supporting the programs offered at the District's other sites. The LCUSD also utilizes a portion of the Foothill Intermediate School as a maintenance facility.

In addition to those private schools which are accommodated by the leased Foothill Intermediate and Oak

Grove sites and by local churches, seven private/parochial school facilities provide further educational opportunities in La Cañada Flintridge. Private/parochial schools which are not located on public school or church premises include: Flintridge Sacred Heart Academy, St. Francis High School, Arroyo Vista Academy/Pathways, Flintridge Preparatory School, Hillside Center/Dannen Schools, La Cañada Pre-School, and Parents & Children's Nursery School.

The Glendale Unified School District boundaries incorporate the far western portion of the City, within which the Glendale Unified School District owns one parcel of just under one acre. The site is presently developed with a park and a bridge which connects the Ocean View area to Mountain View Elementary School, located across Pickens Canyon in unincorporated Los Angeles County.

Churches: A total of nine churches are currently located in La Cañada Flintridge. Churches are generally under five acres in size and comprise a total of 29 acres.

Government Facilities: The primary city-owned government facility in La Cañada Flintridge is City Hall located at 1327 Foothill Boulevard. Los Angeles County also operates and maintains facilities in the City including the La Cañada Flintridge Branch Library and two fire stations. In addition, the U.S. Post Office and Lanterman Historical House Museum are located within the community. The Lanterman House Museum is owned by the City and is undergoing extensive restoration with opening anticipated in 1994. Government facilities encompass approximately eight acres of land in the City. Government district facilities are listed separately.

OPEN SPACE/PARKS AND RECREATION

La Cañada Flintridge contains substantial open space resources that supplement the City's recreation lands.

Developed Parks: Three public parks, La Cañada Memorial Park, Glenola Park, and Glenhaven Park, are located in the City of La Cañada Flintridge. Combined, these parks encompass approximately three acres. In

addition, a joint powers agreement between the City and the La Cañada Unified School District allow school recreation facilities to be made available for public recreational use, as provided in Sections 10900 et seq. of the Education Code.

Public and Private Open Space: La Cañada Flintridge contains significant open space resources which contribute to the community's semi-rural character. Publicly and privately owned open space encompass 878 acres, representing 16 percent of the City's land.

Descanso Gardens, Cherry Canyon, Angeles National Forest, the Southern California Edison Easement, and privately-owned open space are the primary open space lands in the City. Descanso Gardens is one of the more substantial resources, with botanical gardens encompassing 155 acres. Cherry Canyon is 137 acres adjacent to Descanso Gardens, and is owned by the City. The Angeles National Forest, located on the City's northern boundary, also provides substantial open space resources and hiking trails, creating a dramatic backdrop to the City. The Edison easement, identified previously in the Drainage/Utilities land use summary, also serves as open space for visual and low intensity recreational purposes. Private open space consists of steeply sloping hillsides under private ownership. Private deed restrictions and the City's hillside development restrictions limit future development in these areas.

Recreational Trails: The City's trails serve as an important recreational resource and are historically a significant aspect of the community's rural atmosphere. The six acres of dedicated trail facilities are augmented by several miles of trail easements which connect the City to the Los Angeles County regional trail system, Pasadena and South Pasadena trails, and to the Gabrielino National Trail.

Community/Recreation Clubs: La Cañada Flintridge contains several community/recreation clubs in its jurisdiction, totalling 52 acres. These include the La Cañada Flintridge Country Club, the Flint Canyon Tennis Club, the La Cañada Youth House, the Crescenta-Cañada YMCA, and the Flintridge Riding Club. The La Cañada Flintridge Country Club consists primarily of golf and clubhouse facilities.

VACANT

The majority of La Cañada Flintridge has been developed; however, 341 acres of privately owned vacant land still exist, comprising six percent of the City's total acreage. Most of this vacant land (229 acres) lies in very steeply sloping hillside residential areas concentrated primarily in the northern hillsides, as well as in the Flintridge area.

TRANSPORTATION FACILITIES

A hierarchy of local streets, highways and freeways create La Cañada Flintridge's transportation network. Major streets in the City include Foothill Boulevard, Verdugo Boulevard, Berkshire Avenue, Highland Drive, Oak Grove Drive, Ocean View Boulevard, and Chevy Chase Drive. The Glendale Freeway (SH-2S) links La Cañada Flintridge to Glendale and downtown Los Angeles to the south, while Angeles Crest Highway (SH-2N) connects the community to the San Gabriel Mountains, and the Foothill Freeway (I-210) traverses the community, linking La Cañada Flintridge with surrounding jurisdictions. This transportation network combined with free-standing parking lots comprises 755 acres or 14 percent of the City's acreage. The transportation network is presented in more detail in the Circulation Element.

SECTION II: LAND USE STUDY AREAS

As part of the 1993 update to the La Cañada Flintridge Land Use Element, the City Council and staff identified six land use study areas for review and consideration. These special issue areas include: Hillside Areas, Foothill Boulevard, Residential Mansionization, Residential Lot Splits, Verdugo Boulevard, and Public/Semi-Public Land. The General Plan Advisory Committee (GPAC) reviewed background information on each study area, evaluated land use issues and ultimately developed land use recommendations. These recommendations were presented to the Planning Commission for public hearings, consideration, refinement, and ultimately recommendation to the City Council. During the Commission's review of the Land Use Element an additional issue area was added to the Element to address the Long Term Needs of Seniors. Following further public hearings and refinement, the City Council adopted these focused land use policies as a part of this Land Use Element update.

The following subsections describe the characteristics of each study area, set forth the issues which were considered and present the policy directions established by this Element. These policy directions have served as the basis both for developing land use goals and policies in each issue area and for defining the overall Land Use Plan.

HILLSIDE AREAS

The City of La Cañada Flintridge is surrounded by hillsides on both the community's southern and northern boundaries. To the south the City's hillsides are formed by the San Rafael Mountains with the City's corporate boundaries located on the ridgeline. Residential units are developed on these slopes with homes on one-half to one acre lots. To the north, the City's hillsides are part of the larger San Gabriel Mountain range. The City boundary generally runs along the edge of urban development behind the Jet Propulsion Laboratory. However, west of Angeles Crest Highway, the City limits encompass a significant amount of undeveloped public and private land. This is the largest remaining area of private, undeveloped land in the City.

Hillside development exaggerates the environmental, public safety, and public infrastructure issues experienced on flat land. Generally, the physical concerns of development (drainage, soil stability, and erosion) can be resolved through design or construction alterations. Issues that are more difficult to resolve include the irretrievable loss of open space, biological habitats, and species. Similarly, hillside development can permanently hinder public views of an area's unspoiled, natural terrain.

Public service providers also find that it is more difficult to connect hillside developments to the existing public infrastructure system (water, sewer, and utilities) and to provide police and fire protection. For example, fire services can be hindered by twisting narrow streets, dense tree canopies, canyon winds, and low water pressure. Meanwhile, development of hillsides increases the possibility of catastrophic fires sweeping down from the mountains and engulfing residential neighborhoods.

In order to preserve the City's hillsides and ensure the public safety, the 1980 General Plan Environmental Resources Management Element established density limitations for hillside development, known as a "Hillside Management Line". Applicable in the northern hillside residential areas, the Hillside Management Line separates the "A," more urban development from the "B," more rural development, and so is commonly referred to as the "A/B Line." Properties located south of the line (i.e., on the "A" side) consist of moderately to steeply sloping hillsides. North of the A/B Line (i.e., on the "B" side), properties consist of very steeply sloping hillsides, and residential densities previously could not exceed one unit per five acres.

Prior to this 1993 study, a given parcel might fall within both categories, at which point a proportional density would be calculated. Implementation of these density standards proved to be difficult because it was unclear exactly which parcels were encompassed by the A/B Line.

In 1991, the City revised its development standards which address homes on lots with a slope of 15% or more. A slope adjustment factor was introduced as a guideline to augment the minimum lot size for new land divisions in

hillside areas. The impact of this policy is to reduce the permitted density as the slope of the property increases.

Hillside Areas Policy Direction

The City has reaffirmed the use of an A/B line to define and preserve the City's existing northern urban edge. The line establishes lower densities to the north with the purpose of minimizing negative impacts of hillside development and preserving the City's viewscapes, open space, and environmental and recreational resources. The A/B Line is identified on the Land Use Policy map and on a parcel-specific basis (see Figure LU-3). A parcel specific map explicitly defines which lots are on the A or B side of the line, helping developers and decisionmakers apply the appropriate density standard. Relocation of the A/B Line to specific parcel lines generally had limited effect on the properties' proximity to the line, except where a vacant lot in Hall Canyon was placed wholly in the "B" area, according to the location of the urban edge.

The City made three additional changes to its hillside development policy. First, the density of undeveloped areas north of the "B" line was reduced to 1 unit per 10 acres. Second, Upper La Forest/Castle Knoll, Vista Miguel/Haskell, and Upper Ocean View were identified as transitional areas. These transitional areas are relatively flatter than the steeper lands above the B Line. As a result, some development is permitted within the transition areas. The following densities apply within the transition areas:

Upper La Forest/Castle Knoll: 1 unit per acre
Vista Miguel/Haskell: 1 unit per acre
Upper Ocean View: 2 units per acre.

The City's policy for these transitional areas is that these densities shall be considered and adjusted strictly according to the slope factor as contained in the Hillside Development Ordinance.

Finally, the City addresses fire safety concerns by adopting more stringent building codes in high fire hazard areas, in accordance with Los Angeles County Policies. This policy stems from information that indicates the County's Fire

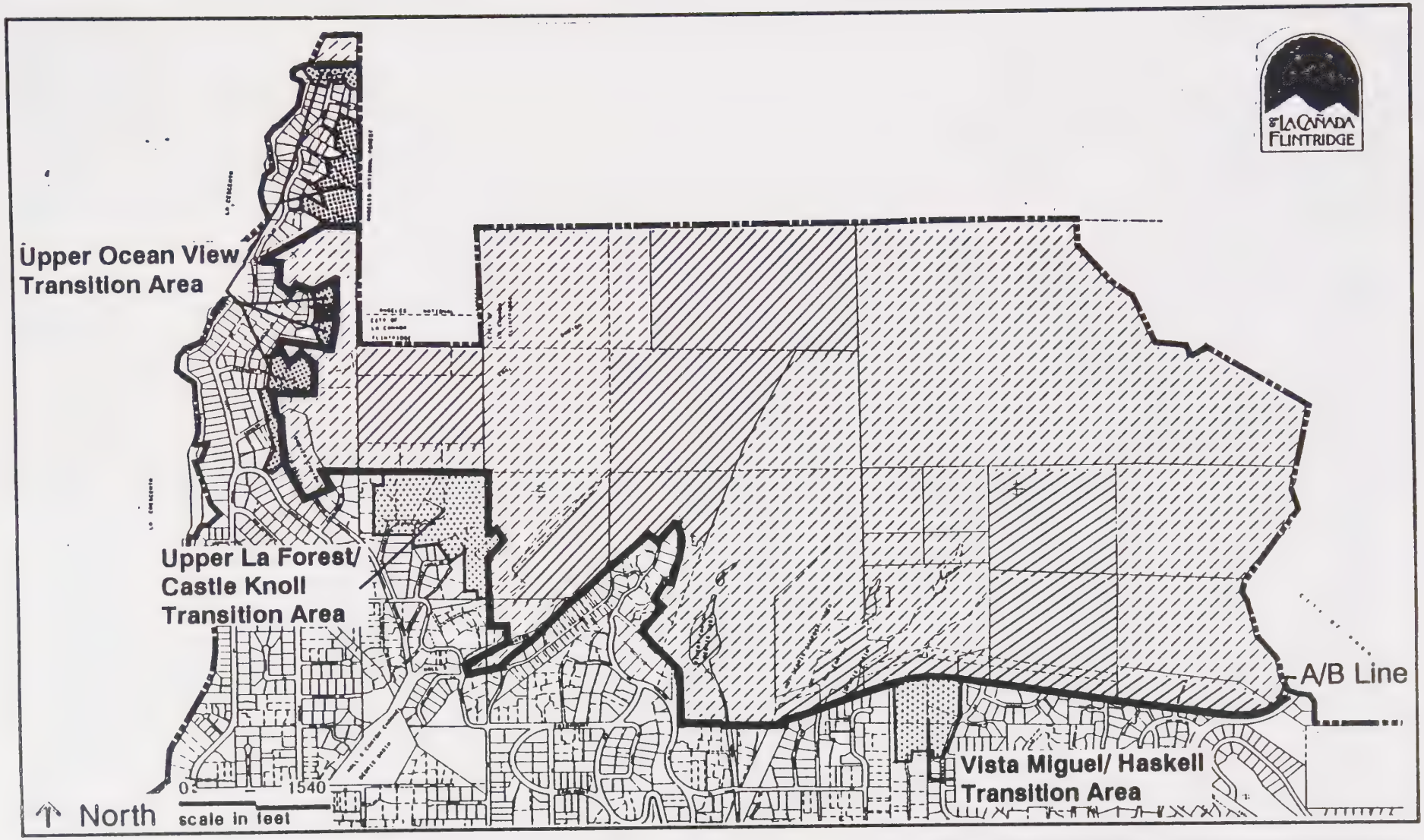


Figure LU-3
Hillside Management
A/B Line and Transition Areas

Zone 4 system may not have been adopted by reference when the City incorporated. The system requires tighter building code standards for construction in Fire Zone 4. (See Appendix C of Land Use Element).

FOOTHILL BOULEVARD

The Foothill Boulevard Master Plan, completed in October, 1991, contains ideas, concepts, and recommendations to guide the future development of the Boulevard. The Plan was prepared over a period of twelve months, beginning with the appointment of the Foothill Boulevard Advisory Committee. Plan development included 57 committee and sub-committee meetings, three public workshops, and two citywide survey questionnaires. The information presented below reflects many of the concepts presented in the Foothill Boulevard Master Plan.

Foothill Boulevard serves as La Cañada Flintridge's main transportation and commercial thoroughfare. A mix of uses front the Boulevard including small to medium size commercial outlets, residential units, and public/semi-public uses. The Foothill Boulevard Master Plan recognizes that the mix of land uses can be combined into five areas of distinct land use characteristics. (Refer to Figure LU-4 at the end of this section). From the west, the districts are:

West Gateway:	From Briggs Avenue to Leata Lane. A commercial area of small shopping centers and a major entry point into the City from Glendale, Montrose and La Crescenta
The Link:	From Leata Lane to Alta Canyada Road. A residential area, with some commercial and semi-public uses (YMCA, fire station and churches) and a major entry into the community (Glendale Freeway Terminus)
Old Town:	From Alta Canyada Road to La Cañada Boulevard. An older commercial area, with residential and public uses (City Hall, Memorial Park)

Downtown:	From La Cañada Boulevard to the 210 overpass at Crown Avenue. A large commercial area with older, smaller buildings on the west end and newer developments on the east end, a variety of public (library, fire station, Foothill Intermediate School) and semi-public (churches, Thursday Club) uses and major entry points into the City (Angeles Crest Highway, Gould Avenue/210 exits)
Michigan Hill:	From the 210 overpass at Crown Avenue to Oak Grove Drive. A single-family residential area with several public and private schools, a church and equestrian center, and an entry point into the City (Oak Grove Drive)

A variety of lot sizes are found among properties fronting Foothill Boulevard. With development having occurred over an eighty year period, no clear pattern defines the entire street. Small, 50-foot wide lots are located in many areas while other areas have been assembled into shopping centers. As properties were redeveloped over the years, remnants or odd corners were occasionally left out of new projects. In other cases, angled street intersections created parcels that are difficult to develop. Constraints to development of these remnants vary from site to site, but they typically result in disinvestment or neglect of the property.

Construction of the 210 Freeway has also impacted the configuration of lots, especially east of the La Cañada Boulevard/Verdugo Boulevard intersection and in the "Island" area north of Foothill Boulevard, between Angeles Crest Highway and Gould Avenue. It is believed that smaller lots have both positive and negative consequences - a collection of small lots and shops can create a charming street atmosphere, while parcels which are underparked, inefficiently utilized, or incompatible with surrounding development do not contribute to an attractive street appearance.

With incremental development and redevelopment of the Boulevard, a mix of uses has emerged within each district locating retail, office, and some residential uses adjacent to each other. While The Link and the Michigan Hill Districts identified above are dominated by single family dwellings fronting Foothill Boulevard, homes and apartments are also found in the three more commercially-oriented districts. Although separation of uses by district can help define areas of the Boulevard, protect residential areas and preserve retail areas from encroachment by non-retail uses (offices, trade schools, etc.), creative mixed use projects within the commercial sectors can generate activity and a lively atmosphere.

Vehicle parking for many older commercial stores is limited to a few spaces in the rear portion of the lot and street parking on Foothill Boulevard. The Old Town and Downtown Districts have the greatest need for additional on-site parking. While many factors impact the success of a commercial retail business, ample and convenient parking is one of the more important ingredients.

The lack of sewer service is also viewed as a constraint to development on the Boulevard, especially of restaurants and multi-family residential. Poorly maintained on-site septic systems impact the Boulevard's character when odors can be detected by patrons or pedestrians. Installation of a sewer line on Foothill Boulevard is in the planning phase and will not be available until 1995/1996.

The Foothill Boulevard Master Plan presents a number of recommendations to facilitate planning along the transportation corridor and to address a number of the issues identified above, including:

- Recognition of the five districts along Foothill Boulevard
- Consolidation of individual lots to increase the availability of parking, allow flexible site planning, and encourage private redevelopment
- Support of mixed-use development to create additional pedestrian-oriented activity

- Promotion of lower density multi-family residential development (up to 15 du/ac) to bring pedestrians to the Boulevard and invite lot consolidations.

Foothill Boulevard Policy Direction

The City now recognizes five districts along Foothill Boulevard, thereby creating identifiable districts to focus planning efforts. Consistent with the Foothill Boulevard Master Plan, the City defines the role of each district as follows:

West Gateway - A sub-regional and local serving commercial gateway

The Link - A residentially oriented section, with a major recreational facility and professional offices (including conversion of single family dwellings fronting Foothill Boulevard)

Old Town - A local serving commercial area of smaller shops and offices

Downtown - A mixed use area serving local and sub-regional commercial needs, as well as office, educational, residential and public/semi-public uses

Michigan Hill - A less urbanized, residentially oriented gateway, with educational and semi-public uses

In terms of land use designations, the City now replaces the previous "Community Planned Development" General Plan category with the following land use designations: Commercial/Office; Very Low, Low, Medium and Medium-High Density Residential; and Public/Semi-Public. (These land use designations are further defined in Section IV and in the Glossary). The "Foothill Community District" designation will continue to be applied to those low density residential areas immediately north of downtown encouraged by the Master Plan for mixed use and multi-family development.

Land use designations have been applied to reflect existing land use patterns, as well as to encourage the transition of certain areas. Future zoning will need to recognize the

differences among the following three use types in the Commercial/Office designation:

Traditional Commercial - Small lots; retail goods, services and offices (travel agents, real estate); no professional offices on first floor; shallow front setbacks; one- and two-story heights; residential/office above; outdoor seating

Shopping Center - Larger lots; retail goods, services and offices; shared parking; significant landscaping; sign programs

Office Buildings - Larger lots; professional offices, two and three-story, full parking (underground parking in exchange for open space), sign programs

The residential designations are to be applied to existing residential uses, especially in the West Gateway, The Link and Michigan Hill Districts. Future residential development is directed by the Development Opportunity Overlay described below.

The "Development Opportunity Overlay" designation provides a vehicle to incorporate the recommendations of the Foothill Boulevard Master Plan. It has been applied to those parcels where lot consolidation, mixed use and/or multi-family development are desired. Given the numerous small blocks on Foothill Boulevard and the individual land use goals recommended in the Master Plan, this floating designation is selectively applied, and references the Master Plan recommendations for block-specific policy direction. It is used over and above the existing use designation.

The Development Opportunity Overlays introduce the option for developers to apply for a floor area bonus of up to 35 percent for commercial projects. This potential bonus provides an incentive to promote private redevelopment which specifically meets the land use objectives of the Foothill Boulevard Master Plan. The bonus results in a maximum floor area ratio (FAR) of 0.675. (This maximum FAR is based on a base FAR of 0.50 plus the potential 0.175 additional FAR from the density bonus). This 0.675 maximum FAR with the density bonus is consistent with the range of redeveloping low-density commercial areas in California, and is recommended only for commercial

projects. For residential development the maximum density permitted is 15 units per acre within a Development Opportunity Overlay.

A total of 14 areas are designated as Development Opportunity areas, and are outlined on Figure LU-4. The following summarizes the policy direction for each area, and is consistent with the policies delineated in the Master Plan:

Area #1 (West Gateway, Master Plan subarea B, north side, Ocean View to Rockland): Redevelop the existing corner shopping center with a mix of uses, including street-oriented retail buildings, office and/or multi-family development.

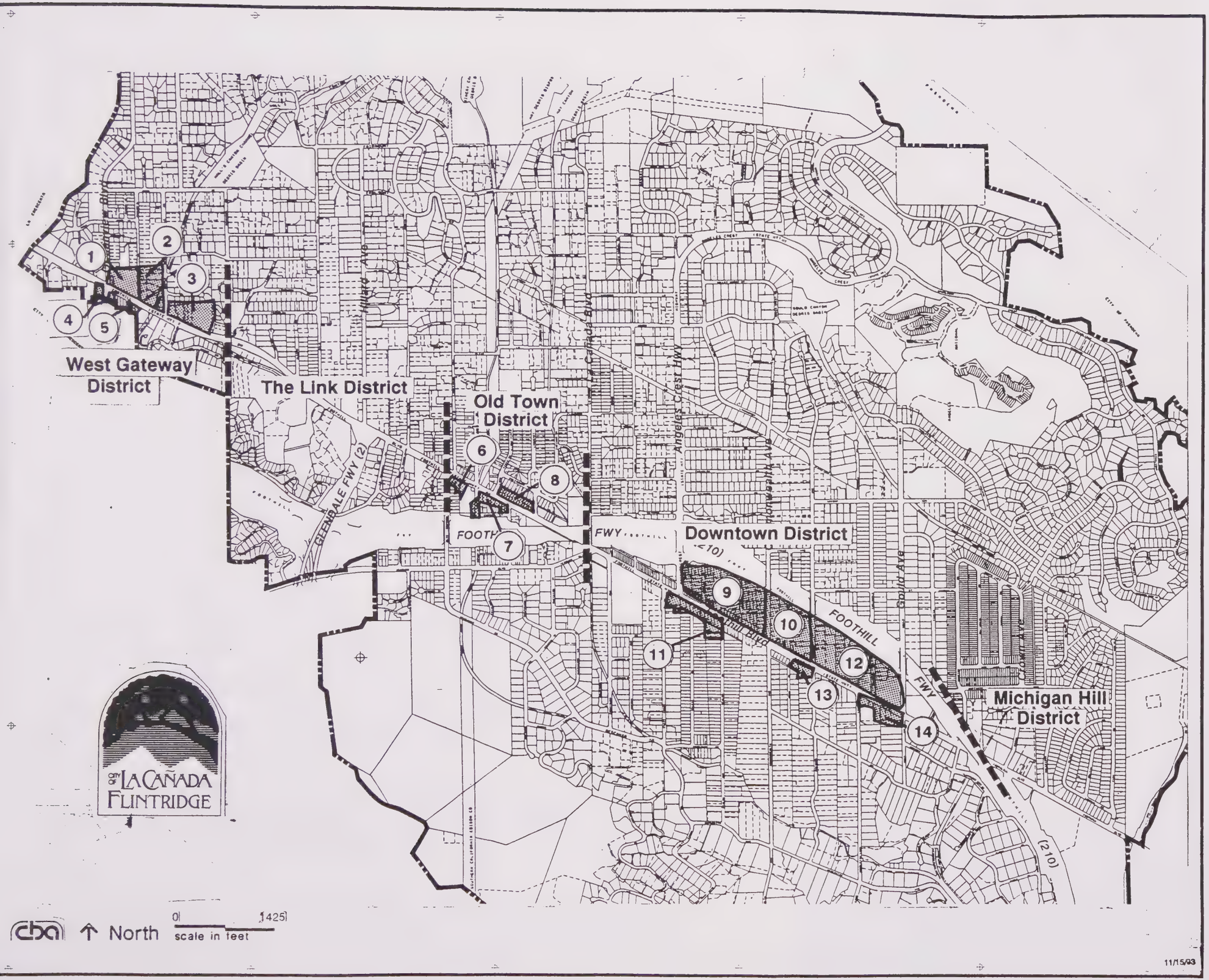
Area #2 (West Gateway, Master Plan subarea C, north side, Rockland to Castle Road): Consolidate the existing fragmented uses into a unified multi-family residential project.

Area #3 (West Gateway, Master Plan subarea D, north side, Castle Road to Leata): Provide integrated facade and parking lot improvements through consolidation of the center. A redevelopment project for the site could involve mix of land uses, especially street-oriented retail buildings.

Area #4 (West Gateway, eastern parcel Master Plan subarea E/western parcel subarea F, south side on both corners of Ocean View): Redevelop the existing corner gas stations, paying special attention to high-quality site planning, design and landscaping due to the site's prominent location.

Area #5 (West Gateway, Master Plan subarea G, south side, Young Drive corner): Consolidate the group of small lots at the southeast corner of Young Drive and Foothill Boulevard and ensure their integration with the circulation and architecture of the adjacent center.

Area #6 (Old Town, Master Plan subarea D, south side, Alta Canyada to Edison easement): Consolidate lots and redevelop with a mixed use project with new street-front oriented buildings.



Development Opportunity Areas (refer to page 25, 27 in Element)

Land Use Districts

Figure LU-4
Foothill Boulevard
Development
Opportunity Overlay

Area #7 (Old Town, Master Plan subarea E, south side, Indiana/Curran/Union Island): Redevelop the block with a consolidated mixed use project, while retaining the historic architecture and character of the district. Buildings fronting Foothill Boulevard should be used for retail and commercial activities, and mixed uses should be allowed elsewhere on the site, including multi-family residential.

Area #8 (Old Town, Master Plan subarea B, north side, Loma Vista to Lasheart): Assemble lots to allow for the creation of viable on-site parking facilities and second story development.

Area #9 (Downtown, Master Plan subarea B, north side, Angeles Crest Highway to Commonwealth): Consolidate individual commercial buildings at the northeast corner of Angeles Crest Highway and Foothill Boulevard into a unified retail shopping center (as proposed by the Sport Chalet project). To support the development of the downtown character, a northern road is recommended. To provide this road and develop a viable downtown, redevelopment of the single-family neighborhood to mixed and multi-family uses should be encouraged.

Area #10 (Downtown, Master Plan subarea C, north side, Commonwealth to Oakwood): Establish the character of a downtown "village" through minimum one-acre redevelopment projects. Encourage mixed uses in the residential neighborhood, including multi-family residential.

Area #11 (Downtown, Master Plan subarea F, south side, Chevy Chase to Beulah): Redevelop and consolidate individual lots to introduce a commercial/mixed use project and provide more attractive street-front buildings.

Area #12 (Downtown, Master Plan subarea H, north side, Oakwood to Gould): Consolidate smaller parcels to create new parking facilities behind existing and future stores, and to provide the development activity necessary to support adjacent retail and the proposed North Road.

Area #13 (Downtown, Master Plan subarea J, south side, Hobbs to Oakwood): Encourage consolidation of the service station and retail building sites for a single project, and an office building is recommended.

Area #14 (Downtown, Master Plan subarea L, south side, Woodleigh to Gould): Assemble a larger site from two or more of the existing sites - the strip center and vacant lot are particularly recommended. Larger sites would be appropriate for mixed use projects, including multi-family residences.

RESIDENTIAL "MANSIONIZATION"

The City of La Cañada Flintridge is characterized by low density residential development. According to City staff's review of building permits, the size of new or remodeled homes in La Cañada is significantly increasing. New single family homes are all considered large to very large with square footage ranging between 2,600 to 10,000. "Mansionization also occurs when an existing house, in scale with its neighborhood, is replaced with or expanded into a much larger house out of scale with its site and neighborhood.

Key to the issue of mansionization is the size and shape of a dwelling, especially in relation to the size and shape of the lot on which it is located. When a house is criticized as being "too big", it usually means it is too large for the lot. Sometimes, the house may be larger than neighboring houses; however, if the subject lot is large enough, a large house may not necessarily crowd a neighborhood of otherwise smaller homes and parcels.

A "too big" house tends to overfill the view from the street or adjacent properties. The elevation of the building is not balanced by an adequate amount of surrounding open space on the ground or view of the sky. The building can be too near the street or property lines for its height, causing it to loom over the sidewalk or over a neighbor's house and yard. Building bulk can be controlled through zoning standards, including setbacks, height, and floor area ratios. Discretionary site plan review can also influence building bulk by allowing public scrutiny over development plans.

The architectural elements of a dwelling can also contribute to its mansionized appearance. A certain sized house may appear more prominent if contained by parapets and high vertical walls, than if covered with a low-pitched roof.

Stylistic elements, materials and colors may also draw attention to a structure, making it seem larger than it might otherwise appear.

Many cities control building design of single family homes through a public review process. Design standards can also be established to address certain architectural features in a quantifiable way (see Appendix A for examples).

The City has amended its Zoning Code in 1987, 1989 and 1991 to control the size and bulk of single-family homes. The following amendments particularly influence the City's ability to control new development.

Average Front Setback - In 1989, the City adopted a new standard for calculating required front setbacks in lower density areas, based on the actual setback of homes on each side of the project site. This establishes a more uniform street appearance, allowing the setback of existing development to influence the setback of new or expanded homes.

Very Large Homes - Planning Commission approval is required for any home which exceeds 10,000 square feet. The City has processed four such dwellings since the ordinance was adopted in 1989; all requests have been approved.

Building Height - The maximum allowed height of dwellings was reduced in 1987 from 35 feet in all R-1 areas to 32 feet where the lot has at least 10,000 square feet and a 65 foot or greater width, and 28 feet for homes on smaller lots.

Building Bulk - To prevent homes from being built to their full height at the five foot side setback, a building bulk control was established in 1987. Called the "angle plane", this standard creates a 45° plane starting 10 feet above the property line and moving inward to the maximum overall height limit.

Lot Coverage/Floor Area Ratio - Maximum limits of the dwelling footprint (lot coverage) and overall dwelling size (floor area), based on the size of the lot, were established in 1989. The range varies from 25 - 35% for lot coverage and from 35 - 40% for floor area.

Hillside Development Standards - The City's 1991 revisions to the hillside development standards address homes on lots with a slope of 15% or more. Specifically, the hillside ordinance suggests that on steeper lots, smaller homes are appropriate. Calculations are prepared to identify the preferred size of a house relative to the lot's slope for the Planning Commission's review of hillside projects.

Mansionization Policy Direction

The City will examine specific development standards which can be adopted to preserve the character of City neighborhoods. Development standards to be reviewed should include provisions for lower building bulk, (angle plane), front/back/side yard setbacks, accessory structure height, off-street parking, and lot coverage/floor area ratio.

In addition, the City will consider a program to develop neighborhood compatibility review criteria for single-family development. Such a program could establish thresholds of development activity beyond which a project must be reviewed for compatibility with the surrounding neighborhood. Appendix A provides further insight as to the City's potential options.

RESIDENTIAL LOT SPLITS

Lot split is a term used to describe the division of land into smaller lots. Most subdivision activity, and certainly the greatest amount in La Cañada Flintridge, is directed at creating new lots for single-family homes. The legal and technical considerations associated with the proper creation and transfer of lots has generated a complex body of State laws regulating the "mapping" process. However, a jurisdiction's General Plan sets forth the permitted density of new development, the acceptable shape or configuration of lots, and the relationship to surrounding properties.

Lot configurations in La Cañada Flintridge have been primarily influenced by past Los Angeles County land use policies. This history continues to affect La Cañada Flintridge because of the permanence of lot boundaries. Inadequate subdivision practices have created a variety of

lot development patterns, including the irregular, acre-sized lots of the Flintridge Subdivision, the small 30 foot lots of the western portion of the Rancho Subdivision, a mix of lot clusters throughout older La Cañada and the more uniform subdivisions of Descanso Drive, upper Ocean View Boulevard, Valley Crest/Princess Anne, Starlight Crest, Greenridge and others. No single character defines the entire City, and in most neighborhoods, original development patterns have been overlain by numerous configurations.

Undersized lots are one of the most troublesome subdivision practices. The western portion of the Rancho Subdivision in La Cañada Flintridge contains parcels only 30-feet wide, and existing homes encompass two to three parcels. If these properties were to sell, someone could technically build a structure on each 30 foot lot. This type of development would dramatically increase the subdivision's density. Consolidating these properties through the Merger provisions of the Subdivision Map Act would eliminate the possibility of increased neighborhood densities.

As a result of its recent development history, La Cañada Flintridge also contains a substantial number of flag lots. Flag lots are lots that do not front or abut a public road, and provide access to the lot by a narrow private right-of-way. This design allows developers to fit additional lots on a parcel where the traditional street-front rectangle design would yield fewer lots. However, the flag lot has some disadvantages. First, when a private street or driveway runs too near an existing dwelling, unwanted vehicle noise may result. Further, the new dwelling increases the density of the neighborhood and can reduce the privacy of surrounding properties. Also, where the width, curvature, and/or length of the driveway is substandard, access by emergency vehicles may be hindered.

A city may prohibit flag lots by adopting a policy statement in its General Plan and amending its Zoning and Subdivision Ordinances. This action would not eliminate subdivision activity in La Cañada Flintridge, but would likely result in a reduction of such activity.

Residential Lot Splits Policy Direction

The City encourages the merger of substandard lots to maintain current residential densities. To promote future mergers, the City will undertake a program to identify lots which are undersized but held in common ownership, and address consolidation through the Merger provisions of the Subdivision Map Act.

The City also prohibits any new flag lots except for flag lots within larger hillside developments (tract maps), subject to Planning Commission approval. The permitting of flag lots in hillside areas is considered a trade-off to promote the objective of preserving views of the hillsides.

VERDUGO BOULEVARD - DESCANSO GATEWAY DISTRICT

Verdugo Boulevard serves as an entry point into the City of La Cañada Flintridge, linking the community with Montrose, north Glendale, and Verdugo City. The corridor also serves as the primary gateway to the regionally significant Descanso Gardens. Land uses vary considerably along Verdugo Boulevard because of adjacent cities' land use policies. The predominant use within the City's jurisdiction -- single family homes -- is framed on either end of this corridor with high volume uses which introduce noise and traffic, presenting conflicts with the quietude and security associated with a home.

From the west, Verdugo Boulevard serves as a major thoroughfare for Verdugo Hills Hospital, the Glendale (2) Freeway on/off-ramps, and the adjacent communities of Montrose and Glendale. The City's western terminus includes commercially-designated properties adjacent to the 2/210 Freeway interchange. The steep grade of Verdugo Boulevard and the interchange structure provide a physical and visual barrier to the local serving commercial and multi-family residential uses of Montrose.

To the east, Verdugo Boulevard originates at Foothill Boulevard and is framed by Memorial Park and the historic

Church of the Lighted Window as well as local serving retail and a two-story office building.

The area is linked to the north across the 210 Freeway by Alta Canyada Road, as well as by an unused pedestrian walkway which connects to the Old Town District of Foothill Boulevard. The majority of homes north of Verdugo Boulevard are located on 5,000 to 7,500 square foot lots along five cul-de-sacs which terminate at the 210 Freeway. These cul-de-sacs provide very low traffic and relatively safe play areas. These attributes combine with the readily accessible public park, school, Descanso Gardens, church and local shops, making the area desirable to families with young children. Several homes located adjacent to the 210 Freeway are afforded substantial views of the San Gabriel Mountains.

Descanso, Fairlawn and Encinas Drives link this medium density neighborhood with substantially lower density single family areas to the south, and with Descanso Gardens. Properties along the south side of Verdugo which range from 5,600 to 38,000 square feet are noted for their landscaping and trees which blend this area into the adjacent Descanso neighborhood to the south. The historic Homewood property fronts Verdugo Boulevard near its eastern terminus.

Verdugo Boulevard handles a substantial amount of peak hour traffic, modulated by traffic lights at three key intersections. These controls provide some quieting of traffic periodically, which allows for minimal safe access from the side streets and driveways fronting Verdugo Boulevard. Limited asphalt sidewalks also support the single family residential land uses within this area.

Verdugo Boulevard Policy Direction

The City recognizes the significance of this predominantly single family neighborhood as both an entry to the City and as a gateway to Descanso Gardens. The distinct land use and entry characteristics of this area warrant the establishment of a special district, recognized as follows:

Descanso Gateway: A predominantly single-family residential neighborhood with institutional and commercial uses which interface with adjacent communities to the west and east, this district links the major eastern and western routes of entry for the regionally significant Descanso Gardens. On-going maintenance and enhancement of this medium density residential neighborhood should be encouraged and supported by improved sidewalks and landscaping within the public right-of-way, and consideration of circulation improvements which quiet traffic for the single-family residences which interface with this major thoroughfare.

High quality architecture and landscaping requirements should be applied to any changes in adjacent commercial and institutional facilities, and distinctive signage should be considered to identify the visual entry to the City from the west. Further directional signage for Descanso Gardens should also be considered to reinforce this gateway district.

The City will study this district, using the citizen participation model of the 1991 Foothill Boulevard Advisory Committee, to develop these plans for the Descanso Gateway District.

PUBLIC/SEMI-PUBLIC

La Cañada Flintridge contains over 500 acres of land scattered throughout its jurisdiction which can be considered public/semi-public uses. A diverse group of land uses are generally classified as public/semi-public (see Figure LU-5). Public uses are generally government-owned properties, such as City Hall, the post office, the public library, and fire stations. Flood control channels, utilities, and water district facilities are also typically deemed public uses.

Public schools play a fundamental role in the character of La Cañada Flintridge. The La Cañada Unified School District (LCUSD), who's boundaries cover all but the western portion of the City, offers a distinguished K-12 program of public education, with both national and state recognition for excellence of its schools and students in

CITY OF LA CAÑADA FLINTRIDGE

FOOTHILL FWY (210)

GLENDALE FWY (2)

FOOTHILL FWY (210)

North

11/16/93

PUBLIC/SEMI-PUBLIC LAND USE DESIGNATIONS

- Open Space, Public
- Open Space, Private (1 du/50 ac)
- Public Facilities
- Public School
- Institutional
- Recreational

Figure LU-5
Public/Semi-Public Lands

academics and extracurricular activities. Thousands of hours in volunteer time are dedicated annually to enable LCUSD's schools to achieve levels of excellence which are unavailable to schools that rely on traditional revenues from the State. This quality education has been a priority for the community for nearly one hundred years, and the commitment continues through the City's recognition of the Public Schools as a distinct land use category. This unique classification is similarly applied to the facilities of the Glendale Unified School District, located in the City's westernmost region, in recognition of their contribution to the community.

Semi-public is a more variable designation and includes private schools, churches, non-profit facilities and commercial recreation facilities (e.g., La Cañada Flintridge Country Club). These uses are often regarded as special places as they individually and collectively contribute to the community's image.

The General Plan adopted in 1980 contained no land use designation for public/semi-public land uses. Public open space sites, including SCE right-of-way and the Country Club Golf Course were designated as Open Space and the Jet Propulsion Laboratory (JPL) was designated as Research and Development. All other facilities were designated according to the surrounding land use -- residential, commercial, or a combination of the two. Consistent with the General Plan, the Zoning Ordinance designated public and semi-public facilities as Open Space or consistent with the uses surrounding the site. The primary issue which arose in the 1993 update was whether the existing land use and zoning classifications were appropriate for lands which were utilized for public/semi-public purposes.

Public/Semi-Public Policy Direction

The General Plan now designates public/semi-public lands as open space (private and public), public facilities, public school, institutional and recreation uses. By creating special designations for public/semi-public lands, the City is stating that it will carefully examine any alterations to the way these properties are utilized, especially if the change

involves complete redevelopment of the site. Proposals to modify these lands to any use other than public/semi-public would require a General Plan amendment and public hearings before the Planning Commission and City Council. Further, proposals for a change in type of public/semi-public use or a substantial intensification of such use would require a Conditional Use Permit from the Planning Commission.

The recommended land use designations follow:

Open Space, Public: All public lands which are used for active and passive recreational purposes, including three City parks, Cherry Canyon, Descanso Gardens, and several large debris basins are designated open space, public.

Open Space, Private: Private open space lands include the La Cañada Flintridge Country Club Golf Course and hillside areas deed-restricted as open space. This designation provides that, should these lands need to develop and should all interested parties who have a right to hold these properties as private open space agree, then permitted development densities would be 1 unit per 50 acres or 1 unit per lot, if less than 50 acres.

Public Facilities: The Public Facilities land use designation encompasses all developed facilities which are intended for public use and subject to public oversight and control. This designation includes City Hall, fire stations, library, post office, water district and utility facilities, stormdrains, and JPL.

While the Lanterman House Museum is owned by the City, it will not begin operation before late 1993. It will function under a Conditional Use Permit (CUP 75) with restrictions to protect the surrounding residential neighborhood. The City intends to review the museum use and its impacts on the neighborhood after a period of operation has occurred.

Should the museum use be discontinued at that time, the City has determined that the site should revert to a residential use, and therefore it is designated Low Density Residential in this Land Use Element. However, when the Land Use Element is next updated, this residential

designation should be reconsidered in light of the re-evaluation of the museum operation.

Public Schools: All facilities owned by public school districts which have jurisdiction within the City, including La Cañada Unified School District (LCUSD) and Glendale Unified School District (GUSD). This designation incorporates LCUSD's four elementary school campuses, the intermediate school site, and the high school, as well as GUSD's park/bridge property on Ocean View Boulevard which connects to Mountain View Elementary School.

Institutional: Institutional uses include private school campuses and sites (not including leases on public school property), hospital facilities, and churches.

Recreational: All private, active recreational facilities, including La Cañada Flintridge Country Club Clubhouse and parking lot, the Crescenta-Cañada YMCA, the La Cañada Youth House, Flint Canyon Tennis Club and the Flintridge Riding Club are considered "Recreational" lands by the Land Use Policy.

The City recognizes a significant land use need is to make more recreational park facilities available. Based on this need, a program will be implemented to seek out new recreation park facilities. The City will use information previously developed by the Parks and Recreation Commission to identify properties which may be suitable for recreational field development, then contact the property owners and local realtors to request a first right of refusal at such time as the properties become available. Criteria should be developed in advance for evaluating such properties when they become available, to expedite their consideration both in terms of their suitability for recreational fields and the potential for such use to adversely impact the surrounding neighborhood.

LONG-TERM NEEDS OF SENIORS

Population projections for the City of La Cañada Flintridge indicate that the age balance of the population is shifting toward an older population. In 1990, 13% of the City's population was 65 years or older, with 23% of the total

households in the City headed by a senior. Projections for the year 2000 indicate that this trend will continue, and approximately 20% of the City's population will be over 65 years of age. Compounding this trend is an increased life expectancy for seniors, indicating that many of today's seniors will be living much longer and that their needs as they age may become more complex based on this longevity.

While State requirements for General Plans recognize seniors as a special needs group for a variety of reasons, the key aspects of aging which apply to seniors in La Cañada Flintridge are somewhat different due to the socio-economic status of most City residents. The generally affluent, homeowning seniors of the community have acquired longer term assets and income resources which increase their options for housing and support services as they age.

The City's goals for balanced development must be consistent with providing options for its aging citizens. As seniors' needs evolve several long term land use issues are raised with respect to extent of needs, appropriate types of facilities, and design, location, and potential market to support such facilities.

Long Term Needs of Seniors Policy Direction

The increasing proportion of older residents in the City warrants additional study and potential policy direction. Both future land use and housing strategies may be required to retain seniors in the community as their life cycle progresses. To this end, the City should establish a study which addresses the following questions:

- Is there a long term need in La Cañada Flintridge for senior housing and support services? To what extent can such needs be suitably served within the City?

- What alternative types of accommodations and design are appropriate to the wooded, low density character of La Cañada Flintridge?

- What are the characteristics of an appropriate location in the City for such alternatives? Is there a need for an overlay to encourage private development to create such alternatives within the community?

- What is the long term market for La Cañada Flintridge and surrounding areas for such alternatives? To what extent will the alternatives which are appropriate to La Cañada Flintridge be substantially different from accommodations or services provided by surrounding communities in order to make them a land use priority to the City?

SECTION III: LAND USE GOALS AND POLICIES

The Land Use Element's goals and policies direct future growth in La Cañada Flintridge, while minimizing existing and potential land use conflicts. The goals and policies are designed to encourage:

- Balanced Development
- Compatible and Complementary Development
- Environmentally Sensitive and Safe Development

These goals and policies are designed to address issues affecting the entire City of La Cañada Flintridge. Specific goals and policies have also been developed to provide policy direction for the land use study areas evaluated in this 1993 Update of the Land Use Element.

BALANCED DEVELOPMENT

A well-balanced community provides housing, education, recreation and employment opportunities for its residents. By encouraging a mix of land uses, the City can address the housing needs of existing and future residents, can assist the school districts in assessing the long term adequacy of school facilities with respect to land use, can enjoy a stable employment and tax base, and can provide residents with suitable recreational opportunities.

GOAL 1A: Maintain and enhance the City's character as a low density, wooded, predominantly single-family residential and hillside community.

GOAL 1B: Encourage the development of an attractive and balanced commercial base for the community, recognizing the constraints of the existing circulation network, the interrelationship between commercial uses, and the residential character of the City.

Policy 1.1: Preserve existing low density, single-family neighborhoods in La Cañada Flintridge.

Policy 1.2: Continue to allow Accessory Living Quarters (second units) where such units are deemed consistent with neighborhood character, both as accessory uses to residential uses and as a response to regional housing needs.

Policy 1.3: Allow for multi-family infill in designated areas to satisfy regional housing needs.

Policy 1.4: Encourage mixed use development on Foothill Boulevard by providing density incentives.

Policy 1.5: Create employment opportunities for City residents that are compatible with the community's character.

Policy 1.6: Recognize the diversity of public/semi-public facilities in the City. (Refer to Goal 9).

Policy 1.7: Provide opportunities for high quality educational facilities in the community.

Policy 1.8: Undertake a comprehensive study of the long term service needs for the aging population within the City as they relate to land uses and balanced development. This study should be completed by the end of FY 94-95 (Refer to Goal 10).

COMPATIBLE AND COMPLEMENTARY DEVELOPMENT

A variety of land uses enable a community to provide housing, education, employment and recreation opportunities to City residents. However some land uses may present compatibility problems, such as residential and heavy commercial development, due to the differences in traffic and noise levels, physical scale, and hours of operation. The following goal and policies establish standards for the relationship of land uses to ensure their compatibility.

GOAL 2: Ensure that new development is compatible with the residential character of the City, the project's surrounding land uses, the circulation network, availability of public facilities, and existing development constraints.

Policy 2.1: Design all new commercial and public and semi-public development to minimize impacts on adjoining residential neighborhoods.

Policy 2.2: Ensure the character of existing neighborhoods is not detrimentally altered as a result of land divisions and/or new development.

Policy 2.3: Ensure the character of existing residential neighborhoods is not detrimentally altered as a result of home occupations, keeping of horses or other domestic/ farm animals, or by other related non-residential uses.

Policy 2.4: Encourage non-conforming uses and buildings to be brought into compliance with City codes.

Policy 2.5: Consider amending existing zoning regulations to utilize Conditional Use Permits and Planned Development Permits for commercial development where the use, location or adjacent uses indicate the appropriateness thereof.

Policy 2.6: Review land use studies and decisions proposed to be made in adjoining jurisdictions which may affect the City of La Cañada Flintridge.

ENVIRONMENTALLY SENSITIVE AND SAFE DEVELOPMENT

The backdrop of the Angeles National Forest, significant hillside topography, and large expanses of open space lands all contribute to the semi-rural character of the City. These natural areas are valuable resources because of their natural beauty as well as the many plants and animals that live within these areas. Despite these positive attributes, these resources can create a number of hazards within the City.

Flooding, geologic hazards, and wildland and urban fires have the potential to seriously affect the life and property of La Cañada Flintridge residents. Many of these issues are addressed through public services and facilities which offer fire protection, flood and drainage control, etc. The following goals and policies strive to ensure that environmentally sensitive and safe development continues to occur in the City.

GOAL 3A: Preserve and enhance, to the maximum extent possible, the natural and manmade scenic beauty of the community.

GOAL 3B: Continue to protect the public's safety by evaluating land and environmental constraints prior to development.

GOAL 3C: Coordinate public utilities and services with new development.

Policy 3.1: Ensure that future hillside development does not detrimentally impact environmental and recreational resources, is coordinated with available and potential circulation capacities, and is planned, designed and implemented with regard for natural environmental hazards and constraints.

Policy 3.2: Conduct appropriate environmental reviews for all projects affecting land use.

Policy 3.3: Encourage within economic capabilities a wide range of accessible public facilities and community services, including fire and police protection, flood control and drainage, educational, cultural, and recreational opportunities and other governmental and municipal services.

Policy 3.4: Continue to make incremental improvements to the flood control and drainage system.

Policy 3.5: Define needs and deficiencies that are within the City and introduce priority projects into the City's budgetary process.

Policy 3.6: Develop plans for and begin construction of public residential sewers for all residential areas in order to enhance the quality of life in the City.

Policy 3.7: Construct a sewer line along Foothill Boulevard with the capacity to serve commercial properties as well as future residential sewer lines.

HILLSIDE AREAS

La Cañada Flintridge is characterized by acres of unspoiled hillside land, a unique attribute among Los Angeles County jurisdictions. As the City approaches build-out, population increases and the desirability of hillside homes continue to pressure the development of additional dwelling units in the hillside areas. The City has instituted a number of regulations, including the A/B Line and Hillside Development Ordinance, to preserve the existing urban edge and protect the community's hillsides.

GOAL 4: Maintain hillside areas for the purpose of preserving the visual quality of the City, protecting the public from safety hazards, and conserving natural resources.

Policy 4.1: Map the A/B Line on the parcel-specific Land Use Policy Map to clearly define density standards.

Policy 4.2: Modify permitted residential densities on the "B" side of the development line to allow 1 dwelling unit per 10 acres.

Policy 4.3: Identify key transition areas between existing development and larger undeveloped hillside areas. Densities permitted in these transition areas shall be strictly adjusted according to the slope of the property to enhance the compatibility of any future development with the City's adopted policies for hillside development.

Policy 4.4: Ensure long term preservation of deed-restricted private open space areas.

Policy 4.5: Ensure that land divisions or new development in hillside areas do not alter the character of existing neighborhoods.

Policy 4.6: Encourage development to integrate La Cañada Flintridge's natural environmental setting and viewsheds, with building height and siting regulated to avoid obtrusive breaks in the natural skyline.

Policy 4.7: In areas of hillside development, preserve ridgelines, natural slopes, and bluffs as open space, minimize erosion, and complement natural landforms through sensitive grading techniques.

Policy 4.8: Continue to implement the City's Hillside Development Ordinance which establishes standards to minimize land form alteration, preserves significant environmental features, and controls development densities.

Policy 4.9: Adopt specific building code regulations for high fire areas so as to minimize fire hazards.

Policy 4.10: Review policies for approval of private septic systems in hillside areas prior to the availability of public sewers to assure the continued safe and healthful management of wastewater as steeper properties are developed.

FOOTHILL BOULEVARD

The Master Plan establishes the following "vision" for Foothill Boulevard:

> "Foothill Boulevard will be an inviting place for people to shop, stroll, live, play, work and move within the City. It will present a setting for uses, buildings, open spaces, and roadways which respect people as pedestrians rather than passengers. The setting will have a village character, including small districts of distinct identity, buildings scaled to fit the district, a community/civic center, a variety of architectural forms and convenient parking on the street and within each site. Landscaping will bring a more comfortable look to

the street, softening the hard edges of pavement and providing a cooler, greener place for people to mingle and shop. The focus of commercial and civic activities will be local in nature, with some regionally oriented activities in support of the community's needs. A park-like environment will characterize residential development. The look of Foothill Boulevard will be enhanced by placing utilities underground, and the installation of sewers will improve and revitalize properties fronting the Boulevard."

GOAL 5: Enhance the visual image and economic vitality of Foothill Boulevard through implementation of the 1991 Foothill Boulevard Master Plan.

Policy 5.1: Enhance the appearance and use of Foothill Boulevard through a series of distinctive districts which offer a variety of interesting places and are linked by a village character emphasizing pedestrian use and human scale.

Policy 5.1-1: Support retail commercial activities in the *West Gateway District*. Encourage future development to consolidate lots, locate buildings closer to the street, soften and reduce Boulevard views, and introduce a pedestrian-friendly environment.

Policy 5.1-2: Maintain single-family residential uses in *The Link District*. Coordinate public/semi public uses and professional offices with these residential uses, and reinforce the District's residential identity through improvements to the public right-of-way.

Policy 5.1-3: Preserve the *Old Town District's* historic character and identity as a local serving commercial area of smaller shops and offices. Provide for increased parking facilities and encourage pedestrian oriented design.

Policy 5.1-4: Support the mixed use "village" character of the *Downtown District*. Promote the development of street front retail buildings, attractive architecture and signage, and additional outdoor amenities. To support the development of the downtown character, a northern road is recommended, as described in the Master Plan.

Policy 5.1-5: Preserve the low density single-family character of the *Michigan Hill District* and ensure that all public/semi-public uses and public improvements retain the area's semi-rural character.

Policy 5.2: Design buildings and signs to complement the identity of the districts and employ the elements of a village setting. Create spaces using furnishings, plantings, and public improvements, which define and enhance the districts.

Policy 5.3: Encourage private efforts to consolidate smaller properties into larger sites, where recommended in the Master Plan, through density and other zoning incentives, economic development strategies, mediation and improvement bonding.

Policy 5.4: Designate "Development Opportunity Overlay" areas on the Land Use Policy Map in those areas where the Master Plan calls for lot consolidation, mixed use, and/or multi-family development.

Policy 5.5: Encourage the integration of mixed use retail/office and multi-family residential/retail projects in locations identified in the Master Plan.

Policy 5.6: Encourage high quality multi-family residential development on Foothill Boulevard, where recommended in the Master Plan, as a means of promoting pedestrian activity and improving the physical appearance of the Boulevard.

Policy 5.7: Establish a Floor Area Ratio (FAR) standard of 0.5:1 for areas designated Commercial/Office and Foothill Community District.

Policy 5.8: Provide for up to a 35% increase in FAR for Development Opportunity Overlay Areas in exchange for implementation of the land use policies established in the Master Plan.

Policy 5.9: Make parking reductions available for projects within a Development Opportunity Overlay Area when the proposed project contributes to improvements which include common public parking, as identified in the Foothill Boulevard Master Plan.

Policy 5.10: Establish a program to review the impacts of combined FAR Bonus and Parking Reductions as they relate to the objectives of each Development Opportunity Overlay Area. Such program shall be completed prior to implementation of any zoning standards which would permit the combined use of these incentives for a project.

Policy 5.11: Allow for density increases in areas outside the Development Opportunity Overlay in exchange for the provision of public improvements called for in the Master Plan.

Policy 5.12: Create an environment which supports local serving retail and service enterprises which provide adequate parking, and a dynamic residential environment for families and senior citizens.

Policy 5.13: Support the installation of sewer lines to serve Foothill Boulevard and replace on-site septic systems.

RESIDENTIAL MANSIONIZATION

The introduction of new or remodeling of existing houses to a scale that is much larger or out of scale with its site or neighborhood has been referred to as "mansionization". Neighborhoods in the City of La Cañada Flintridge are beginning to recycle into larger residential units, partially due to the scarcity of vacant land. The following goal and policies will address the issue of mansionization in La Cañada Flintridge.

GOAL 6: Protect the City's character as a low density, predominantly single-family residential and hillside community.

Policy 6.1: Amend the development standards of the R-1 Zone in order to better relate development to the size and shape of a lot and the scale of the surrounding neighborhood.

Policy 6.2: Establish criteria for neighborhood compatibility review of single-family development.

Policy 6.3: Ensure that the size and design of new development is compatible with existing residential uses.

Policy 6.4: Encourage new developments to utilize architectural features that are compatible with the surrounding neighborhood.

Policy 6.5: Establish design standards to discourage a "mansionized" look.

RESIDENTIAL LOT SPLITS

The lot split process divides land into smaller parcels for future development. La Cañada Flintridge has experienced many problems with the design and density of lot splits conducted prior to the City's incorporation. The following goal and policies will address past and future lot splits.

GOAL 7: Establish land division practices that preserve the City's predominantly single-family residential character.

Policy 7.1: Encourage the merger of substandard sized parcels to maintain current development patterns.

Policy 7.2: Adopt a program to identify and merge lots which are undersized, but held in common ownership. Target lot consolidation efforts towards the western portion of the Rancho Subdivision.

Policy 7.3: Prohibit flag lots on parcel maps and non-hillside tract maps to preserve the quality and character of existing residential neighborhoods and to ensure adequate emergency vehicle access.

Policy 7.4: Permit flag lots within hillside tract maps (subject to Planning Commission approval) as a means of minimizing hillside grading and preserving existing hillside viewsheds.

VERDUGO BOULEVARD - DESCANSO GATEWAY DISTRICT

The Verdugo Boulevard Corridor serves as an important entry to the City and access to Descanso Gardens. The Descanso Gateway District's land use goals and policies can be further supported by circulation and community design considerations to enhance the gateway impression of this area. Single family residences and adjacent commercial and institutional uses can be blended with ongoing public and private improvements to frame this area and underscore its gateway characteristics.

Goal 8: Establish Verdugo Boulevard as a visually pleasing residential corridor which serves as the Descanso Gateway District.

Policy 8.1: Preserve the existing single family neighborhood.

Policy 8.2: Recognize Verdugo Boulevard as a significant entry point into the City by establishing it as the Descanso Gateway District.

Policy 8.3: Encourage extensive landscaping and high quality architecture along Verdugo Boulevard.

Policy 8.4: Address circulation, street and public improvements in the Circulation Element which can enhance both the gateway and single family character of this corridor.

Policy 8.5: Develop a design program for the district which supports the unique land use, circulation and gateway characteristics of this corridor. This design program should include identity signage and public improvements, such as street furniture, sidewalks and bikeways.

Policy 8.6: Using the 1991 Foothill Boulevard Advisory Committee citizen participation format as a model, involve the community in FY 94-95 in formulating a District plan which incorporates all of the above policies into recommendations for a comprehensive long term implementation program for the City.

PUBLIC/ SEMI-PUBLIC

Public/semi-public lands refer to a variety of land uses, including parks, educational facilities, public buildings, and community facilities.

GOAL 9: Provide clarification in the General Plan as to which properties are considered public/semi-public.

Policy 9.1: Create the following land use designations for public/semi-public lands:

- Open Space, Public
- Open Space, Private
- Public Facilities
- Public Schools
- Institutional
- Recreational

Policy 9.2: Provide information to local school districts when considering any land use policy decisions which could effect local school populations, thereby allowing those school districts to prepare and provide an assessment of whether adequate school facilities exist in order to facilitate the City's making of decisions.

Policy 9.3: Establish a requirement for a Conditional Use Permit for any new public/semi-public use in any zone.

Policy 9.4: Adopt zoning categories and development standards for public and semi-public uses which recognize the diversity of these facilities within the City, and which require a Conditional Use Permit for any change or intensification of use of these facilities, except public school uses on sites designated in "Public Schools" in the General Plan.

Policy 9.5: Ensure development standards for public, public school and semi-public uses and identify appropriate buffers and protections for adjacent single-family residential neighborhoods to assure compliance with the City's goal and policies for compatible and complementary development (Refer to Goal 2).

Policy 9.6: Implement a program to identify properties which may be suitable for use as public recreational fields. Contact property owners to request a first right of refusal on the identified properties. Establish evaluation procedures in advance which consider the suitability of the site and the ability to effectively limit the potential impacts of such a use on surrounding development.

LONG-TERM NEEDS OF SENIORS

The aging of the La Cañada Flintridge population has the potential to substantially impact the long term policies of the community. The increasing proportion of older residents warrants additional study to outline future land use policies related to the needs of seniors.

GOAL 10: Study the long term needs of seniors within the City as they relate to land use policies and the stated goals for balanced and compatible development within this low density, predominantly single family community.

Policy 10.1: Examine the needs of seniors for specialized services and accommodations to determine which needs may impact the City's future land use policy.

Policy 10.2: Determine the types of land uses which could appropriately serve the needs of the community's senior population, and the extent to which such facilities can or should serve other segments of the population.

Policy 10.3: To the greatest extent possible, identify the extent to which the long term needs of seniors are not adequately met by existing and proposed services and facilities in surrounding communities.

Policy 10.4: Identify design characteristics for senior-serving facilities which ensure their compatibility with surrounding development and with the overall low density character of the community.

Policy 10.5: Outline the land use characteristics of appropriate long term locations for senior-serving facilities. Indicate policies or incentives which can be used to encourage their development of appropriate facilities where suitable to the community.

SECTION IV: LAND USE PLAN AND POLICY MAP

The Land Use Plan and Policy Map describe the location and extent of future development in La Cañada Flintridge. A description of the type of land uses permitted and the intensity of development are explained in this Land Use Element, and the locations of these future land uses are presented in the Land Use Policy Map.

LAND USE POLICY CONSIDERATIONS

La Cañada Flintridge is located in an urban environment which encompasses a variety of land uses, including residential, commercial, and public/semi-public uses. Both the benefits and disadvantages of the City's development patterns are recognized in this Land Use Element. Land use policy under the General Plan does not propose drastic, large-scale changes to the City's built environment. Rather, the goals and policies intend to ensure balanced and compatible development of the City's lands.

A wide range of factors were considered during the formulation of the land use policy. The environmental constraints evaluated include topography, flooding potential, groundwater quality, fire safety hazards, environmentally sensitive areas, noise, and seismic hazards. Additional areas of concern included the provision of public facilities (wastewater collection and treatment, solid waste disposal, water sources and supply, flood and drainage control, natural gas, and electricity). All of these issues are described in the Land Use Element Technical Memorandum. A synopsis of that discussion follows.

Environmental Constraints

Topography: The northern and southern edges of La Cañada Flintridge are characterized by steep slopes and rugged land which in many places limit development. Development on slopes of 15 percent and greater is subject

to the City's Hillside Ordinance in order to ensure safe construction and minimize environmental impacts. In addition, the City's A/B Line establishes density standards for future hillside development.

Flooding Potential: Minor flooding problems exist, including on Foothill Boulevard and in the southern portion of the City. Heavy rainfall in drainage courses and canyons sometimes results in overflow, erosion, and debris deposition.

Fire Safety Hazards: Significant fire hazards exist in the City due to its hilly topography and abundant chaparral. All development must consider the potential for spreading fires. The City's Land Use policy is to implement the County's Fire Zone policies to reduce hillside fire hazards.

Environmentally Sensitive Areas: Native plants and animals inhabit La Cañada Flintridge, although none of the species are classified as rare, endangered, or threatened. Many of the City's native oaks and sycamores, as well as riparian habitats, could be destroyed if development in affected areas is not monitored. The City passed its Tree Protection and Preservation Ordinance specifically to provide safeguards for trees considered important to the City.

Noise: In La Cañada Flintridge, residential uses are considered most sensitive to noise. High noise levels occur most often along Foothill Boulevard, the 210 Freeway and sometimes at the Jet Propulsion Laboratory. Future residential development near these areas will require special noise-attenuating design, which could add to development costs.

Seismic Hazards: The entire Southern California region is subject to earthquake hazards. The Sierra Madre Fault Zone traverses La Cañada Flintridge; however, no Alquist-Priolo Special Studies Zone is within the City. Damage from ground shaking and, in some areas, liquefaction could result from an earthquake.

Public Facilities

Wastewater Collection and Treatment: The City of La Cañada Flintridge is served primarily by private septic sewage disposal systems. Due to a variety of conditions, raw sewage occasionally overflows into local streets and properties from commercial uses on Foothill Boulevard as well as in residential areas. The Foothill Boulevard Master Plan calls for the extension of sewer lines along Foothill, and this element calls for residential sewers in the future. The City anticipates extension of sewer lines on Foothill Boulevard by 1995/1996.

According to the California Regional Water Quality Control Board (CRWQCB), there is very little likelihood that a citywide sewer system would be mandated by CRWQCB in the foreseeable future because the City does not fully meet the necessary criteria. The criteria include widespread private system failure, deteriorating quality of water supply, and growth pressures. According to CRWQCB, system failures within La Cañada Flintridge are usually localized; furthermore, the blending of polluted groundwater with imported water from the Metropolitan Water District results in acceptable water quality, and growth pressures are limited by the relatively built-out character of the City.

Solid Waste Disposal: La Cañada Flintridge is located within the solid waste service area of the Scholl Canyon landfill, located approximately three miles south of the City. The Scholl Canyon landfill has an estimated capacity of 14 million tons and currently receives approximately 2,200 tons per day. The facility may collect refuse through the year 2011 or possibly longer, depending on the continued success of recycling programs. At the present time, several region-wide long-term solid waste management options are being explored by the County of Los Angeles.

Water Resources and Supply: La Cañada Flintridge is served by four water companies: the Mesa Crest Water Company, La Cañada Irrigation District, Valley Water Company, and Crescenta Valley County Water District. Mesa Crest Water Company, La Cañada Irrigation District and Valley Water Company have pumping rights to the Raymond Basin. The Crescenta Valley County Water District obtains its water from the Los Angeles District

local wells in the Verdugo Basin. All the water purveyors obtain imported water supplies through the Foothill Municipal Water District, a member agency of the Metropolitan Water District of Southern California.

Water from local wells has nitrate and volatile organic chemical (VOC) levels in excess of Federal and State regulations. This necessitates the blending of well water with higher quality imported water to achieve acceptable water quality levels.

Flood and Drainage Control: The vast majority of flooding potential within developed portions of La Cañada Flintridge has been controlled by drainage channels and subdrains. However, some drainage facilities are considered deficient by the Los Angeles County Public Works Department due to potential overflow, erosion, and debris deposition during heavy rainfall. Flood-control deficiencies also exist in the Foothill Boulevard area primarily due to several inadequate pre-1940 drains, catch basins, and laterals.

La Cañada Flintridge is classified as flood zone "D" by the Federal Emergency Management Agency (FEMA), on a scale of A-D where A depicts areas subject to severe flooding. Zone D represents areas of undetermined but possible flood hazards.

While there are no FEMA maps for the City, individual hydrology studies are required on a case-by-case basis for proposed developments.

Natural Gas: The Southern California Gas Company supplies natural gas to La Cañada Flintridge and no problems in continuing to service the City are expected.

Electricity: Electricity is provided to La Cañada Flintridge by the Southern California Edison Company which expects to meet regional electrical demand for the forseeable future.

Telephone: Telephone service is provided to the City by Pacific Bell and no problems in continuing this service are anticipated.

Cable Television: Cable service is provided to the western half of the City, from Angeles Crest Highway westward, by Sammons Communications. Service to the eastern half of the City is provided by Crown Cable (formerly CenComm Cable). Neither company foresees any problems in continuing to service their respective areas.

LAND USE DESIGNATIONS

Land use designations indicate the type and nature of development that is permitted in a given location. While terms like "residential", "commercial", and "industrial" are generally understood, State General Plan law requires a clear and concise description of land use categories depicted on the Land Use Policy Map.

The Land Use Element contains a number of land use categories which are listed in Table LU-2. Eight of these categories are established for residential development, ranging from hillside residential to high density residential uses. A Commercial Office, Foothill Community District, and six public/semi-public designations are also included. A special Development Opportunity Overlay has been created for target sites along Foothill Boulevard.

Land Use Intensity/Density

State General Plan law requires that the Land Use Element indicate the maximum intensities/densities allowed in a City. The La Cañada Flintridge Land Use Element contains 15 land use designations; each category is described in the following section, including permitted density/intensity standards. These standards establish the maximum allowable development intensity on a particular parcel.

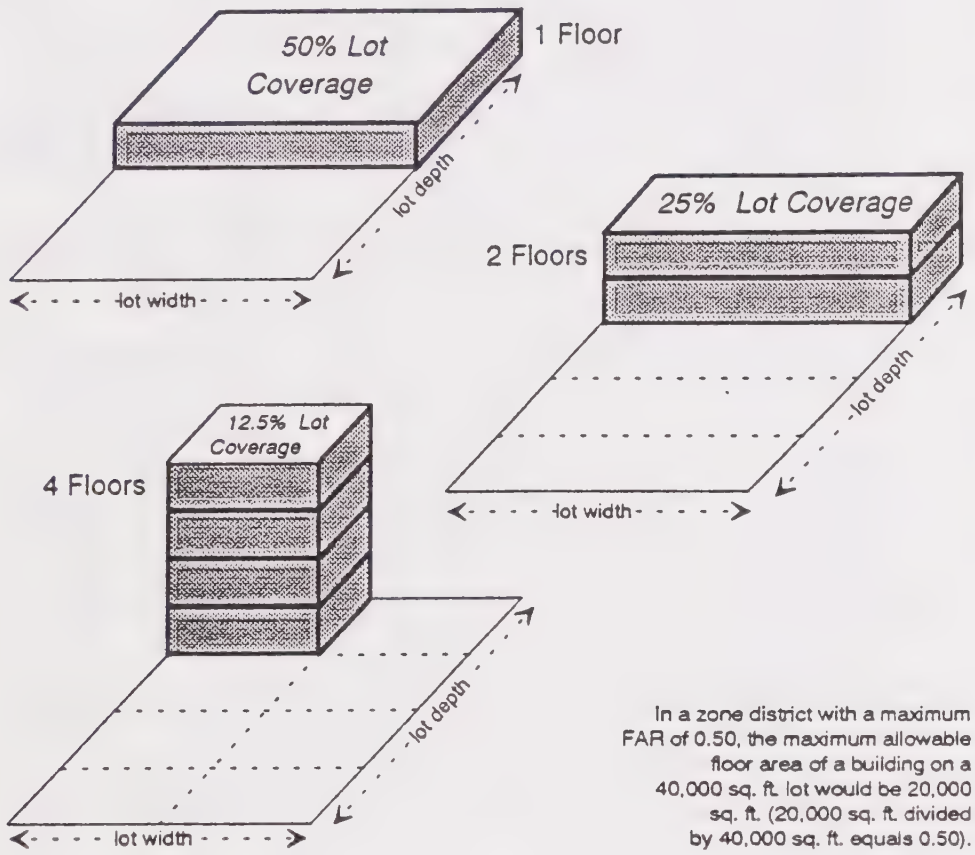
A number of terms are utilized to define the land use designations or categories described in this element. The term "intensity" refers to the degree of development based on building characteristics such as height, bulk, floor area ratio, and percent of lot coverage. Intensity is most often used to describe non-residential development levels.

For most non-residential land use categories (commercial, office, and public), the measure of intensity as "floor area ratio" (FAR) provides the most convenient method of describing development levels (see Figure LU-6). The floor area ratio is the relationship of the total gross floor area of all buildings on a lot to the total land area of that lot, and is expressed as a ratio. For example, a 21,780 square foot building on a 43,560 square foot lot (one acre) yields an FAR of 0.50:1, as illustrated in Figure LU-6. The FAR describes use intensity on a lot, but not the actual building height, bulk or lot coverage. As Figure LU-6 shows, a 0.50:1 FAR can yield a building of one story in height covering one half of the lot area, or a taller building which covers less of the lot and provides more open space.

The term "density," in a land use context, is a measure of the population or residential development capacity of the land. Density is described in terms of dwelling units per gross acre (du/ac); thus, the density of a residential development of 100 dwelling units occupying 20 acres of land is 5 du/acre. A dwelling unit is a building or a portion of a building used for human habitation and may vary considerably in size (square footage) from efficiency apartments at 400-500 square feet to large single family homes exceeding 8,000 square feet. Along with this difference in size is a corresponding difference in the number of persons occupying a given unit (i.e., larger units usually house more persons than smaller units). Within land use plans, density is often described as a range of dwelling units/acre (i.e., 8-15 du/acre).

In La Cañada Flintridge, Accessory Living Quarters (second units) are permitted within the R-1-10,000 through R-1-40,000 zones subject to certain limitations. Under Government Code Section 65852.2 et seq., local governments are not allowed to consider the introduction of these units in single family residential areas as a conflict with the density limits of the General Plan, and therefore these units are not counted in the overall permitted density.

Possible Building Configurations for 0.50 FAR



In a zone district with a maximum FAR of 0.50, the maximum allowable floor area of a building on a 40,000 sq. ft. lot would be 20,000 sq. ft. (20,000 sq. ft. divided by 40,000 sq. ft. equals 0.50).

NOTE: Variations may occur if upper floors are stepped back from ground level lot coverage.

$$\text{Floor Area Ratio (FAR)} = \frac{\text{Gross Building Area (All Floors)}}{\text{Lot Area}}$$

City of La Cañada Flintridge

Figure LU-6
Definition of Floor Area Ratio

Descriptions of each of the land use designations depicted on the Land Use Policy Map are provided to delineate the general types of uses allowed and their corresponding intensities or densities. These use descriptions, types, and limitations are further defined as specific uses within the City's Zoning Ordinance.

Land Use Categories

Single-Family Residential

Hillside Residential: The Hillside Residential land use designation is a new land use category applied to steeply sloping hillsides in the northern portion of the City, corresponding with the "B" side of the A/B Hillside Development line. A maximum of one unit per ten acres is permitted.

Estate Residential: The Estate Residential land use category includes extremely low density, single-family residential use and permits a maximum of one unit per acre. Zoning ordinance classifications implementing this land use shall specify a minimum lot size of not less than 40,000 square feet. Areas zoned (up to one dwelling unit per acre) under this designation should reflect zoning classifications R-1-40,000.

Very Low Density Residential: The Very Low Density Residential land use category designates very low density, single-family residential use, permitting densities up to two units per acre. Zoning ordinance classifications implementing this land use category shall specify a minimum lot size of not less than 20,000 square feet. Areas zoned under this designation should reflect zoning classifications R-1-20,000 and R-1-30,000.

Low Density Residential: The Low Density Residential land use category designates low density single-family residential development and permits up to four units per acre. Zoning ordinance classifications implementing this land use category shall specify minimum lot size requirements of not less than 10,000 and 15,000 square feet. Areas zoned under this designation should reflect the zoning classifications R-1-10,000 and R-1-15,000.

Medium Density Residential: The Medium Density Residential land use category designates medium density single-family residential development, permitting densities up to 8.7 units per acre. Zoning ordinance classifications implementing this land use category shall specify minimum lot size requirements not less than 5,000 and 7,500 square feet. Areas zoned under this designation should reflect the zoning classifications R-1-5,000 and R-1-7,500.

Multi-Family Residential

Medium-High Density Residential: The Medium High Density Residential land use category designates multi-family development at densities up to 15 units per acre. This land use category will be implemented by the Residential Planned Development (RPD) zoning classification in areas specifically dedicated to Medium-High Density Residential on the Land Use Policy Map. In other land use categories where multi-family residential is permitted and even encouraged (such as in the Foothill Boulevard Development Opportunity Overlay, Commercial/Office, and Foothill Community District), residential development shall correspond to this density classification as well.

High Density Residential: The High Density Residential land use category designates high density multi-family development at densities up to 30 units per acre. The R-3 Multi-Family zoning classification shall implement this land use category.

Commercial

Commercial/Office: The commercial/office land use category designates community-oriented commercial uses similar to and including those presently found in the City. This designation will be regulated by zoning ordinance classifications which stress community-oriented retail commercial sales and services, and office facilities. These classifications will be applied to the existing commercial sector of the community located along Foothill Boulevard and adjacent properties. A maximum of 0.5:1 Floor Area Ratio is permitted.

Foothill Community District: The Foothill Community district is a land use designation applied to that portion of the community bounded generally by Foothill Boulevard to the south, the Foothill Freeway to the north, Angeles Crest Highway to the west and Oakwood Avenue to the east. A potential for significant and beneficial land use transition from single family residential to multi-family residential or mixed use development exists in this area as identified in the Foothill Boulevard Master Plan.

This area has been included within the Development Opportunity Overlay, and is permitted a density increase of 35 percent above the base density of 0.5:1 FAR non-residential in exchange for implementation of Master Plan policies. For residential development a maximum density of 15 du/acre is permitted, or a total of 0.675:1 FAR for mixed use projects where housing is located above ground floor commercial.

Specific zoning provisions shall require no less than a conditional use permit or planned development permit based on a comprehensive development plan identifying the ultimate land use for that portion to be converted; shall impose minimum lot area standards for conversions; shall require that the conversion area be adjacent to existing commercial land use; and shall impose specific development standards regarding setbacks, landscape transition, glare and sound attenuation measures.

Development Opportunity Overlay: The Development Opportunity Overlay is a new General Plan overlay designed specially for Foothill Boulevard to encourage reinvestment in targeted properties. The Overlay applies to properties where lot consolidation, mixed use and/or multi-family development is desired, as defined by the Foothill Master Plan; these 14 target areas are identified in Figure LU-7 and described in the study area discussion for Foothill Boulevard. For residential development, a maximum density of 15 units/acre is permitted. A density bonus of 35 percent will be provided in exchange for implementation of land use goals identified in the Master Plan, resulting in a maximum FAR of 0.675:1, inclusive of any residential uses. Density increases in areas outside the

Development Opportunity Overlay may also be provided in exchange for the provision of public improvements called for in the Master Plan, subject to public review and approval.

Public/Semi-Public

The new *Public/Semi-Public* General Plan category has been developed to specifically designate public/semi-public uses in La Cañada Flintridge. The Public/Semi-Public designation includes a wide range of uses that support the community by providing educational, cultural and functional services to the City. The following designations are applied based on the underlying function of the public/semi-public use:

Open Space, Public: The Open Space, Public designation includes all public lands used for active and passive recreational purposes. Land uses contained within this designation include:

- Descanso Gardens
- Memorial Park
- Glenola Park
- Glenhaven Park
- Cherry Canyon
- Debris Basins
  - Snover Canyon
  - Hall Canyon
  - Winery Canyon
  - Hay Canyon
  - Gould Canyon
  - Paradise Canyon
- The Edison Easement

Open Space, Private: The Open Space, Private designation includes the La Cañada Flintridge Country Club Golf Course, and deed restricted hillside properties.

The intent of this land use designation is to preserve these areas as open space, but to allow property owners some minimal economic return as required by law. One dwelling

unit per 50 acres or 1 unit per lot, if less than 50 acres, is permitted. In addition, the City's hillside regulations apply to all properties with this designation.

Public Facilities: The Public Facilities designation applies to all developed facilities which are intended for public use and are subject to some sort of public oversight and control. This includes City Hall, fire stations, the library, the post office, water and utility facilities, drainage channels, and the Jet Propulsion Laboratory.

Public Schools: The Public Schools designation recognizes the prominent role of education in the character of the community. This designation applies to all properties owned by public school districts, including La Cañada Unified School District and Glendale Unified School District.

Institutional: The Institutional land use designation applies to private school campuses and sites (not including leases on public school property), and churches.

Recreational: This designation includes all private, active recreational facilities, such as La Cañada Flintridge Country Club Clubhouse and parking lot, the YMCA, the Youth House, Flint Canyon Tennis Club, and the Flintridge Riding Club.

LAND USE IMPLICATIONS

Future development in La Cañada Flintridge is directed by the Land Use Element which contains a map and text describing the community's future. The La Cañada Flintridge Land Use Policy Map (See Figure LU-7) illustrates the distribution of planned land uses in the City. Total acreages for each of these land use designations are presented in Table LU-2. The Table also provides for the total number of planned residential dwelling units. For commercial uses, estimates of building square footage at General Plan buildout are provided.

Residential

The Land Use Element provides for a range of residential densities from hillside residential (10 acre minimum lot size), to high density development (up to 30 units/acre). Planned residential densities have been designated to reflect existing developed densities. As directed by State law, Accessory Living Quarters (second units) are not considered in these densities. Several single-family residential neighborhoods have been redesignated in the Land Use Element to Low or Very Low Density Residential from previously higher density designations to provide consistency with current development patterns. In contrast, two small areas have been redesignated to Medium and High Density Residential from a previously lower density designation to reflect existing zoning and land use densities. Low density single-family residential neighborhoods will continue to be preserved under General Plan policies.

Several areas for multi-family development are provided for under the General Plan. The Foothill Boulevard Master Plan calls for multi-family infill in key locations as a means of enhancing the economic vitality of the Boulevard. The Land Use Element provides for Medium-High Density Residential in those Development Opportunity areas which specifically call for housing or mixed use development (refer to description of Opportunity areas under Foothill Boulevard land use study area). Residential densities of up to 15 units/acre are permitted, or a total of 0.675:1 FAR for mixed use projects where housing is located above ground floor commercial.

The maximum residential densities allowed under the Land Use Element are not guaranteed by right for any land use category, but rather represent the maximum densities permitted after specific performance standards are met. The following criteria will be used to help determine the appropriate residential density permitted on any particular property:

- Compatibility with surrounding land uses;
- Adequacy of public infrastructure (i.e. water and sewer lines, storm drains and utility systems) and public

services (i.e. fire protection, law enforcement, and educational facilities);

- Proximity to commercial areas;
- Access and proximity to major streets;
- Adequacy of parking;
- Adequacy of on-site amenities (open space, common facilities, etc.); and
- Mitigation of negative environmental effects, such as traffic, noise, viewshed impacts.

Table LU-2 presents the quantitative results of the Land Use Policy Map based on potential buildout. Each land use designation is listed with average density/intensity factors and associated net acres. The residential component along Foothill Boulevard has been assumed at an average of 12 units/acre, and is estimated to encompass an estimated 25 percent of the commercial/office acreage in those nine Development Opportunity areas which specifically encourage housing. Under these assumptions a total of 128 multi-family dwelling units can be anticipated on Foothill Boulevard.

Residential buildout at densities prescribed under the City's Land Use Plan would result in a total of 7,235 dwelling units. This includes potential development on vacant parcels, parcels which could potentially subdivide, and multi-family infill along Foothill Boulevard. This residential development potential represents a net increase in approximately 300 units, reflecting the City's highly developed character.

Commercial

The Land Use Element accommodates commercial growth in La Cañada Flintridge through intensification of existing commercial uses along Foothill Boulevard; no additional areas have been designated for commercial development.

All commercial uses within the City are to be designated Commercial/Office or Foothill Community District which have a maximum development intensity of 0.50:1 FAR.

Properties within the Development Opportunity Overlay may be granted additional FAR development intensities above those permitted by the underlying Land Use designation. The overlay has been applied to 14 areas along Foothill Boulevard where the Master Plan calls for lot consolidation, mixed use, or multi-family development. As an incentive for implementation of these goals, a density bonus of 35 percent may be granted, resulting in a maximum FAR of 0.675:1, inclusive of residential uses. Density increases may also be provided in areas outside the Development Opportunity Overlay in exchange for the provision of public improvements called for the Master Plan.

Since the majority of land designated for commercial property has already been developed, the recycling of properties is anticipated through time. This Land Use Element covers a time frame of ten to twenty years. Applicable goals and policies are intended to be continually implemented well into the future in subsequent updates of the Element. Therefore, many properties that are currently underdeveloped or improperly utilized will be recycled and redeveloped at higher densities in accordance with the land use policy.

Public/Semi-Public Uses

A series of new General Plan categories have been added to the Land Use Policy Map to designate public/semi-public uses in the community. These categories include: public open space, private open space, public facilities, public schools, institutional, and recreational. All existing public and semi-public uses will be retained under the Land Use Element, and will require a General Plan amendment to change use. A maximum development intensity of 0.5:1 FAR is permitted in areas designated public facilities and institutional. The intent of the private open space designation is to preserve these areas as open space, with a maximum permitted density of one unit per 50 acres or one unit per lot.

TABLE LU-2
LAND USE POLICY IMPLICATIONS
GENERAL PLAN BUILDOUT [a]

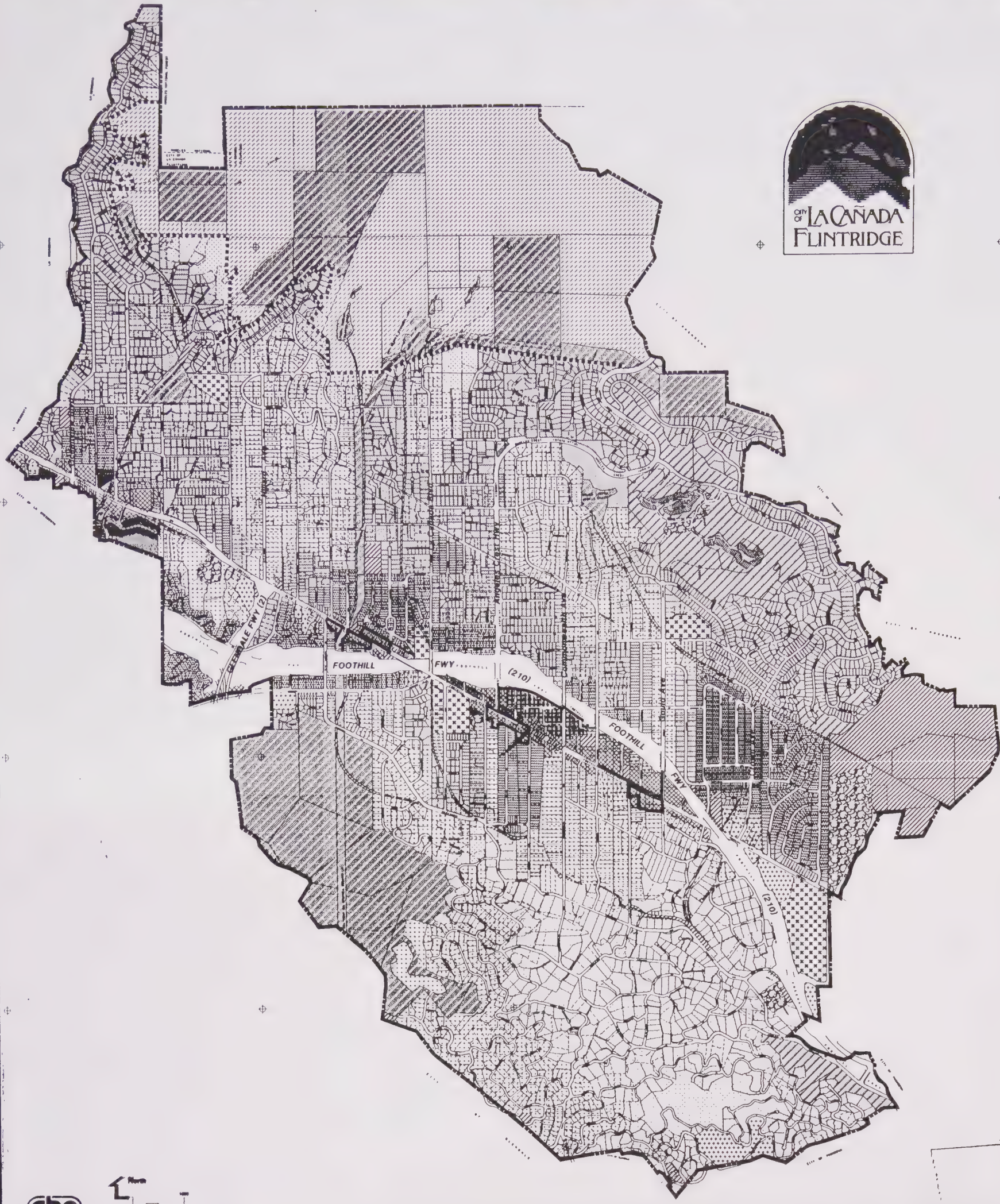
Land Use Category and Maximum Permitted Density/Intensity	Average Density or Intensity Factor [b]	Net Acreage	Potential Dwelling Units (du)	Potential Square Footage
SINGLE-FAMILY RESIDENTIAL				
Hillside Residential (1 du/10 acre)	1 du/20 ac	629	32 du	-
Estate Residential (1 du/ac)	0.7 du/ac	617	482 du	-
Very Low Density (2 du/ac)	1.5 du/ac	869	1,332 du	-
Low Density (4 du/ac)	2.8 du/ac	1,088	3,139 du	-
Medium Density (8.7 du/ac)	7 du/ac	248	1,762 du	-
MULTI-FAMILY RESIDENTIAL				
Medium High Density[c] (15 du/ac)	12 du/ac	6.2	74 du 128 du (Foothill)	-
High Density (30 du/ac)	24 du/ac	11.8	283 du	-
COMMERCIAL				
Commercial/Office (0.5:1 FAR)	0.35 FAR	31	-	472,000
Foothill Community District (0.5:1 FAR)	0.35 FAR	(13)[d]	-	-
Development Opportunity Overlay (0.675:1 FAR)	0.5 FAR	42		915,000
PUBLIC/SEMI-PUBLIC				
Open Space, Public	-	656	-	-
Open Space, Private (1 du/50 ac)	1 du/50 ac	166	3 du	-
Public Facilities (0.5:1 FAR)	0.2 FAR	213	-	-
Public Schools	-	72	-	-
Institutional (0.5:1 FAR)	0.3 FAR	62	-	-
Recreational	-	49		
SUBTOTAL		4,760		
STREETS/FREEWAY		750		
TOTAL		5,510 (8.6 sq.mi)	7,235 du	1,387,000

a) General Plan buildout includes both existing and potential future development.

b) Projected overall levels of development on a City-wide basis at General Plan buildout. Development trends in residential and commercial areas exhibit overall densities somewhat below the permitted maximum.

c) The Medium High Density residential designation has been added to the Land Use Policy Map to implement residential development on Foothill Boulevard, and is also applied to Rickridge Terrace. Of the fourteen Development Opportunity Areas targeted in the Land Use Element, the Foothill Master Plan encourages multi-family residential and mixed use development in nine areas.

d) Foothill Community District designation falls entirely within the Development Opportunity Overlay.



SINGLE-FAMILY RESIDENTIAL

- Hillside Residential (max of 1 du/10 ac)
- Estate Residential (max of 1 du/ac)
- Very Low Density Residential (up to 2 du/ac)
- Low Density Residential (up to 4 du/ac)
- Medium Density Residential (up to 8.7 du/ac)

MULTI-FAMILY RESIDENTIAL

- Medium High Density Residential (up to 15 du/ac)
- High Density Residential (up to 30 du/ac)

COMMERCIAL

- Commercial/Office (max of 0.5 FAR)
- Foothill Community District (max of 0.5 FAR)
- Development Opportunity Overlay (max of 0.75 FAR)

PUBLIC/SEMI-PUBLIC

- Open Space, Public
- Open Space, Private (1 du/50 ac)
- Public Facilities
- Public Schools
- Institutional
- Recreational

- A/B DEVELOPMENT LINE

See pocket at back
For newer version

Figure LU-7
Land Use Policy Map

Housing Element

City of La Cañada Flintridge

Adopted: November 15, 1993



CITY OF LA CAÑADA FLINTRIDGE

City Council

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David Spence, Mayor Pro Tem
Joan C. Freehen
John W. Hastings
Carol Liu

Planning Commission

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November 15, 1993

TABLE OF CONTENTS

Page

Introduction to Housing Element 1
- Purpose 2
- Related Plans and Programs 5
- Scope and Content of Element 8
- Citizen Participation 9

Housing Needs 15
- Population Growth 15
- Condition of Units 19
- Affordability 19
- Special Needs Groups 20

Housing Constraints 23
- Market Constraints 23
- Environmental and Infrastructure Constraints 29
- Governmental Constraints 31

Housing Development Strategies 36
- Availability of Sites for Housing 36
- Residential Development Potential Compared with Regional Housing Needs 28
- Assessment of 1986 Housing Element and 1988-94 RHNA 39

Housing Element Goals and Policies 44
- New Housing Opportunities 44
- Maintenance and Preservation 46
- Environmental Sensitivity 47
- Fair Housing 48

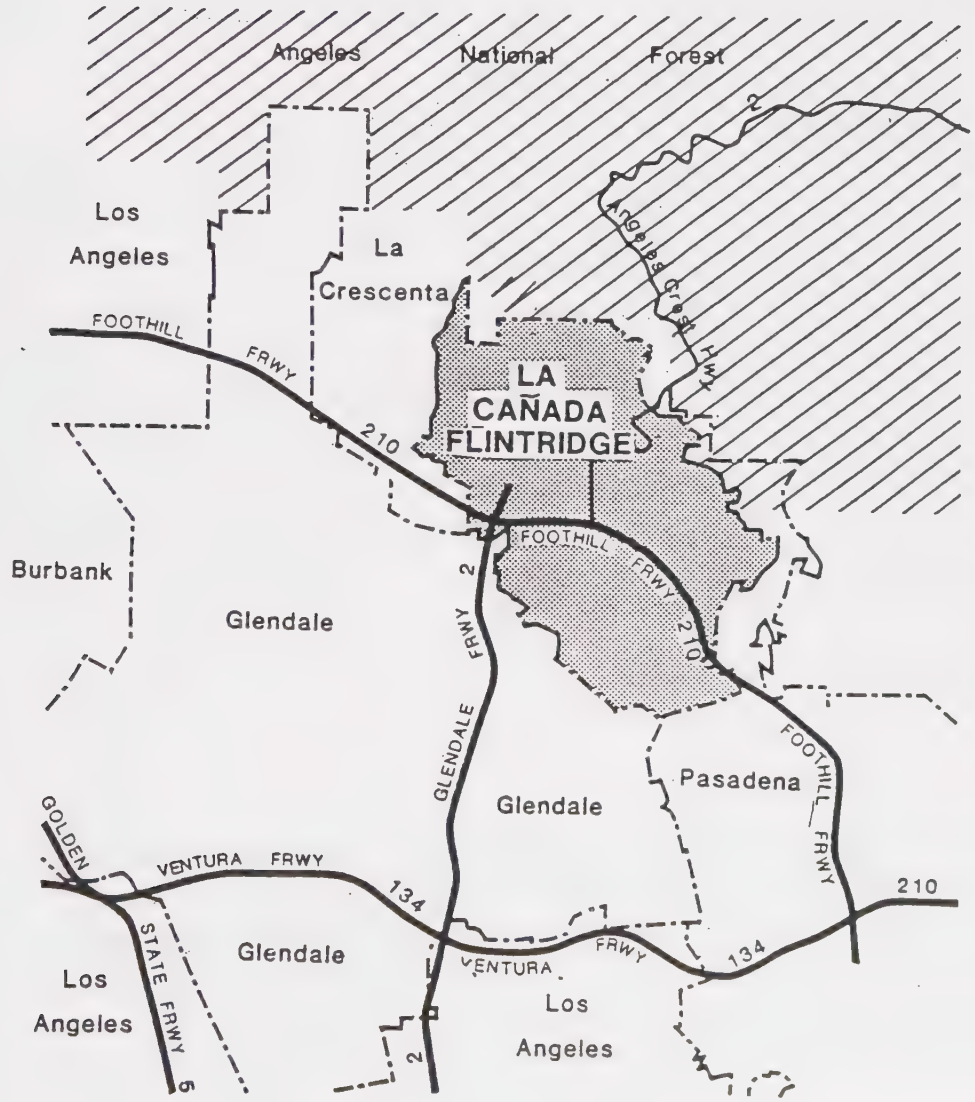
Housing Programs 50
- Housing Opportunities 50
- Maintenance and Preservation 56
- Compatibility of New Housing with the Environment and Neighborhoods 57
- Equal Housing Opportunity 59

LIST OF FIGURES

Figures		Page
H-1	Regional Location	1
H-2	State Requirements for Housing Elements	11
H-3	City Population Projection - 1960-2010	16
H-4	City Population Pyramid by Age Category - 1990	17
H-5	City Population Pyramids - 1960-1990	18
H-6	Housing Program Summary	60

The City of La Cañada Flintridge, incorporated in 1976, is located in Los Angeles County, approximately 13 miles northeast of downtown Los Angeles. The City encompasses approximately 8.6 square miles and is surrounded by the City of Pasadena to the east, the City of Glendale to the south, the Angeles National Forest to the north, and the unincorporated county areas of La Crescenta and Montrose to the west.

FIGURE H-1
REGIONAL LOCATION



Prior to incorporation in 1976, the La Cañada Flintridge area was already fully developed and well-established as the two county areas of La Cañada on the north and Flintridge on the south. In the 1920s, developers began to subdivide the land and attract buyers. The largest subdivisions included Alta Canyada, developed by Edwin T. Earl (inventor of the refrigerated fruit railroad car), Descanso/Central La Cañada carved out of the Lanterman family holdings, and Flintridge, laid out by U.S. Senator Frank P. Flint.

During the regional building boom years of the late 1940's and early 1950's, limited growth in La Cañada Flintridge was the result of insufficient water supply and water rights which was translated into Los Angeles County's 1948 Zoning Code provisions. Although the Foothill Municipal Water District was annexed to the Los Angeles Metropolitan Water District (MWD) in 1953, major land development patterns were already established in the City by this time. Further growth in the region through the 1950's and 1960's was frequently driven by the accessibility of freeways, but for La Cañada Flintridge, the Glendale (2) Freeway and 210 Freeway were not completed through the City until the early 1970's.

Today La Cañada Flintridge's adopted policy is to retain the community's natural and semi-rural character. In addition, the presence of environmental and infrastructure constraints (i.e., hillside topography, wildfire hazards, lack of sanitary sewers) on much of the remaining vacant land in the City precludes extensive development. In 1980, the City's total population was 20,153; in 1990, the total was 19,378. Nearly 90 percent of the City's developed parcels consist of single-family residential uses, generally on large lots (one-quarter acre or more) with heavily landscaped streets. Regional and local commercial uses are limited to some portions of Foothill Boulevard and Verdugo Boulevard. NASA's Jet Propulsion Laboratory, located in the easternmost part of the community, is the City's largest employer. Growth continues to be limited to small residential subdivisions, residential infill, and recycling of commercial uses on Foothill Boulevard.

PURPOSE

The Housing Element is the City's response to housing issues which are of state-wide significance as well as of local importance. While safe, decent and affordable housing for all segments of the population is the fundamental housing issue, many variations on this theme can be found depending on the community or neighborhood. Providing adequate housing is further complicated by the many forces influencing the development, maintenance and

preservation of housing, with many of these influences beyond the City's control.

The Housing Element embodies the City's perspective on local and regional housing problems, including goals, policies and programs which address the City's fair share of regional housing need. As such, the Element is prepared in compliance with the Regional Housing Needs Assessment (RHNA) for the period July 1, 1988 through July 1, 1994, as issued by the Southern California Association of Governments (SCAG), and assesses the City's efforts and progress toward meeting those goals, as outlined in the 1986 Housing Element.

The Five-Year Goals identified in this 1993 Element are intended to create the opportunities for development within the City to meet its fair share of regional housing needs in the five years following the adoption of this element. When the City began this update, additional RHNA units were expected to be identified by SCAG for the City for the next five year period (1995-2000), and the work plan called for the update to address these units in the Element's program goals.

Due to State funding limitations, no revisions of the City's fair share numbers are available at the time of adoption, and therefore the goals address only those numbers which have previously been identified for the City. As discussed below, the City's infrastructure constraints, the built out character of the City, and the topography of the remaining vacant land provide substantial restrictions on the ability to develop new housing, regardless of price. However, the Goals and Policies set forth in this Housing Element are anticipated to be usable through the year 2000. When RHNA numbers become available, the City will undertake a detailed analysis of the Element and amend it as appropriate in response to the new RHNA numbers.

In preparing the Element, the City recognizes that it has been and desires to remain primarily a single family residential community of higher cost homes. This policy of local response to state requirements is supported by Government Code Section 65300.7:

> *The legislature finds that the diversity of the state's communities and their residents requires planning agencies and legislative bodies to implement this article [requiring adoption of a General Plan] in ways that accommodate local conditions and circumstances while meeting its minimum requirements.*

Therefore, the goals, policies and programs contained in the Element are based on a balance between the housing needs of all economic segments of the community, providing for the City's regional fair share and maintaining the community's low density, single family character.

This Housing Element establishes housing policies and programs aimed at meeting the housing needs of the City's current and anticipated future resident population. Concerns identified in the Element include:

1) new housing opportunities;
2) preservation of existing housing;
3) environmental sensitivity, including neighborhood compatibility; and
4) equal housing opportunity.

By contrast, the Land Use Element is concerned with housing in a spacial context (density and distribution), and acts to support many of the housing goals contained herein.

Following a review of the demographic and physical attributes of the City's residential profile, the following facts are recognized as contributing significantly to the discussion of housing in the City:

- Population growth has not changed significantly over the past twenty years; in fact, the City has experienced a slight decrease in total population from 1970 to 1990.

- With total population remaining fairly constant, the proportion of seniors has increased dramatically. Persons over sixty-five years have grown from 6.5% to 13.5% of the total population from 1970 to 1990. Median age increased from 32.7 to 40.9 years in the same period.

- Average household income is very high ($78,900) compared with Los Angeles County and the State of California.

- The vast majority of housing units are single family dwellings (94.2%) which are owner occupied (90.8%) and have a high median value ($500,000).

- Special needs groups in the City which have a more difficult time obtaining suitable housing include the elderly and handicapped persons.

- The City is substantially built out with no large tracts of vacant land available for new residential development. Future residential development will consist of infill on single family lots and redevelopment of commercial properties.

- Residential infill and redevelopment of commercial properties are limited by topographic and infrastructure constraints which affect housing costs and densities.

The Housing Element establishes goals, policies and implementation programs to address these identified housing issues.

RELATED PLANS AND PROGRAMS

The Housing Element addresses key issues relating to the potential for housing development in the City. However, a number of local, sub-regional, regional and state-wide issues which are interrelated to housing are not addressed in the same detail as they typically would be addressed in certain physical planning documents, plans, and ordinances which the City or other agencies can adopt.

The land use categories which affect housing as described in this element indicate general categories of permissible uses and development intensities allowed within each category. Other documents, including the zoning ordinance, establish more specific regulations and policies influencing development.

In addition to many of these locally adopted plans, ordinances, and regulations that concentrate on issues confronting an individual jurisdiction, a number of regional plans affect the City. Regional planning agencies such as the Southern California Association of Governments (SCAG) recognize that planning issues extend beyond the boundaries of individual cities. Efforts to address regional planning issues such as affordable housing, transportation, and air pollution have resulted in the adoption of regional plans which affect La Cañada Flintridge. Relevant regional plans are discussed briefly in the following paragraphs to indicate the relationship of the plans to this General Plan.

City Zoning Ordinance: The zoning ordinance is the principal method by which jurisdictions regulate land uses, building and lot sizes, building heights, and development character. A zoning ordinance consists of two primary components: (1) a map that delineates the boundaries of districts in which like uses developed at like standards are permitted, and (2) text that explains the purpose of the zoning district, lists the permitted uses and those permitted under special conditions, and standards for development - such as minimum lot size, density, height, setbacks, lot coverage, and parking requirements. Each general plan land use category should be implemented by one or more corresponding zoning classifications. By law, the zoning ordinance must be consistent with the general plan, and therefore forms a basis for reviewing local housing capacity and constraints.

The City of La Cañada Flintridge adopted by reference the County of Los Angeles Zoning Ordinance (Ordinance No. 1494) on April 4, 1977, four months after the City's incorporation. Since that time, numerous City ordinances have revised, amended, or repealed portions of the County zoning ordinance to more closely reflect specific conditions and plans of the City.

Foothill Boulevard Master Plan: The Foothill Boulevard Master Plan, accepted by the City Council in November 1991, sets forth a vision for Foothill Boulevard which is rooted in preserving and enhancing a small-scale, pedestrian-oriented atmosphere. The City expects Foothill Boulevard to remain commercially oriented, serving primarily local needs, but also including some subregional merchants. To support the vision of a village character, the Master Plan studied the existing land use patterns on Foothill Boulevard and recommends general land use objectives, as well as focused land use objectives on a block-by-block basis.

The Master Plan encourages commercial/residential mixed uses and multi-family housing in many areas of Foothill Boulevard to address housing needs and provide compatible uses with adjacent single family neighborhoods. Policies supporting these components of the Foothill Boulevard Master Plan are

incorporated in this Housing Element and the concurrently revised Land Use Element.

Redevelopment Plan: The City's Redevelopment Agency was formed in 1985, but due to a variety of economic and social reasons no project area has been adopted. While the Agency could be empowered under state law to assemble lots, improve private properties, and finance development projects, the lack of an adopted project area precludes such activities. Recent changes in Redevelopment Agency financing reduce the funds available for such agencies and substantially decrease the potential effectiveness of this mechanism for implementing any public-sponsored redevelopment. Therefore, this plan relies exclusively on private redevelopment efforts which are facilitated by public agencies and policies.

Regional Plans: In the latter half of the 1980s, growing regional concern and legislation regarding traffic, air pollution, rising housing costs, and other issues affecting the Southern California community as a whole led SCAG to prepare comprehensive regional plans which address these concerns. Four plans which affect planning in La Cañada Flintridge include SCAG's *Regional Mobility Plan; Growth Management Plan;* the California Regional Water Quality Control Board's (RWQCB) *Water Quality Control Plan for Region (4), Los Angeles River Basin (4B);* and the *Air Quality Management Plan*, prepared by the South Coast Air Quality Management District (SCAQMD). These four plans are intended to work in concert to reduce traffic congestion and pollutant levels basin-wide. Planning strategies focus on reducing automobile and truck traffic on the regional transportation network, as well as at local levels, and reducing the potential for new groundwater contamination.

La Cañada Flintridge has included in this General Plan relevant policies and programs which reflect and respond to SCAG's and SCAQMD's regional goals and the RWQCB's Los Angeles Basin Policy. In particular, policies in the Land Use and Housing Elements addresses regional jobs/housing balance objectives by expanding opportunities for local serving commercial uses, and

providing higher intensity residential uses within walking distance of services and public transit. Sewers are recommended to enhance the quality of life in both commercial and residential areas, but financing of such improvements is limited.

SCOPE AND CONTENT OF ELEMENT

The Housing Element consists of the housing goals and policies for the City of La Cañada Flintridge. Section I summarizes population growth, availability and affordability of housing, and assesses the needs of special needs groups in the City. Section II identifies existing constraints on housing imposed by market factors, environmental and infrastructure constraints, and government regulations and fees.

Section III outlines the housing opportunities in the City and links these opportunities to the policies of this element. The short term programs and long term policies for providing housing alternatives to meet the City's local fair share of regional housing needs are detailed in Section IV. Specific housing programs that will implement these goals and policies are identified in Section V, entitled Housing Programs. It summarizes the City's existing and projected housing needs in measurable terms, providing the basis for targeting policies and programs to address these needs.

The State Legislature recognizes the role of local general plans, and particularly the Housing Element, in implementing Statewide housing goals to provide decent and sound housing for all persons. Furthermore, the Legislature stresses continuing efforts toward providing affordable housing for all income groups. The major concerns of the Legislature with regard to the preparation of housing elements are:

- Recognition by local governments of their responsibility in contributing to the attainment of State housing goals;

- Preparation and implementation of city and county housing elements which coordinate with regional, State and Federal efforts in achieving State housing goals;

- Participation by the City in determining the efforts required to attain State housing goals; and

- Cooperation between local governments to address regional housing needs.

The State Department of Housing and Community Development sets forth specifics regarding the scope and content of housing elements prepared by cities and counties. Table H-1 summarizes State Housing Element requirements and identifies the applicable section of this Element where these requirements are addressed.

CITIZEN PARTICIPATION

Public participation played an important role in the formulation of the City's housing goals and policies, and in the development of a Land Use Plan which determines the extent and density of future residential development in the community. Applications were solicited from the City at large and a nine-member citizen advisory committee representing a range of special needs and income groups was appointed by the City Council. This General Plan Advisory Committee (GPAC) reviewed all components of the Element over a three month period, during which time six meetings were held regarding the Housing Element. A public workshop was conducted in which all residents were invited to review the draft Element, and to provide comments or ask questions of the Committee and the City staff. The public workshop was noticed in the local designated paper of general circulation, and through the City newsletter which is distributed to all residential and business postal patrons in the City. Notices were mailed to 56 community organizations and 19 individuals, including the Crescenta-Cañada YMCA which is the designated administration center for the Crescenta-Cañada Ministerial Association's emergency food and aid program.

Copies of the public hearing draft Housing Element were distributed to interested agencies and individuals, and copies were available for review or purchase at City Hall. Two public hearings and three work sessions were conducted with the City Planning Commission, and the City Council conducted two public hearings to provide input into the final Element.

TABLE H-1
STATE HOUSING ELEMENT REQUIREMENTS

This table is intended as a summary of California Government Code Section 65583 related to Housing Element Requirements.

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
1. Identification and Analysis of Existing and Projected Housing Needs.	
A. Population Trends and Projections	Population Growth Pages 15 - 18
B. Employment Trends	Population Growth Pages 15 - 18
C. Fair Share of Regional Housing Needs Assessment (RHNA)	Residential Development Potential Pages 39 - 42
D. Level of Payment vs. Ability to Pay	Affordability Pages 19 - 20
E. Overcrowding	Large Families - Pages 22 - 23
F. Condition of Housing Stock	Condition of Units - Page 19
2. A. Statement of Goals and Policies 1. Development 2. Preservation 3. Improvement	Housing Element Goals and Policies Pages 44 - 49
B. Statement of Quantified Objectives 1. Development 2. Preservation 3. Improvement	Housing Programs Pages 50 - 59; Summarized in Table H-5, Pages 60 - 64
C. Statement of Financial Resources 1. Development 2. Preservation 3. Improvement	Residential Development Potential Pages 39 - 42

TABLE H-1 (Continued)
STATE HOUSING ELEMENT REQUIREMENTS

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
D. Five Year Schedule of Housing Programs 1. Development 2. Preservation 3. Improvement	**Housing Programs** Pages 50 - 59; Summary in Table H-5, Pages 60 - 64
E. Statement re. Ability to Meet Projected Housing Needs	**Residential Development Potential** Pages 39 - 42; Summarized in Table H-5, Pages 60 - 64
3. Identify Adequate Sites for Housing for all Economic Segments of the Community, including rental housing: 1. Very Low Income 2. Low Income 3. Moderate Income 4. Upper Income	**Residential Development Potential** Pages 39 - 42 and **Table H - 5**, Page 64.
4. Inventory of Land for Residential Development 1. Vacant 2. Redevelopment Sites Relationship of these sites to: a. Zoning b. Public Facilities and Services	**Availability of Sites for Housing** Pages 36 - 39 **Housing Element Goals and Policies** Pages 44 - 49; **Housing Programs** Pages 50 - 59

TABLE H-1 (Continued)
STATE HOUSING ELEMENT REQUIREMENTS

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
5. <u>Governmental Constraints on Maintenance, Improvement and Development of Housing</u> 1. Land Use Controls 2. Building Codes & Enforcement 3. Site Improvements 4. Fees & Exactions 5. Exactions 6. Processing/Permit Procedures	Governmental Constraints Pages 31 - 35
6. <u>Non-Governmental Constraints on Maintenance, Improvement and Development of Housing</u> 1. Availability of Financing 2. Price of Land 3. Cost of Construction	Market Constraints Pages 23 - 29 Environmental and Infrastructure Constraints Pages 29 - 31
7. <u>Analysis of Special Needs</u> 1. Handicapped 2. Elderly 3. Large Families 4. Farmworkers 5. Female-headed Households 6. Persons and Families in Need of Emergency Shelter	Special Needs Groups Pages 20 - 22
8. <u>Opportunities for Energy Conservation in Housing</u>	Energy Conservation Page 43
9. <u>Analysis of Existing Housing Developments</u>	Assessment of 1986 Housing Element and 1988-94 RHNA Pages 39 - 42

TABLE H-1 (Continued)
STATE HOUSING ELEMENT REQUIREMENTS

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
10. <u>Five-Year Program Schedule: Program Requirements</u>	**Housing Programs:**
1. Identify adequate sites for housing for all economic levels	Pages 51 - 59
2. Assist in the development of adequate housing for low and moderate income households	Pages 51 - 59
3. Address or remove governmental constraints	Pages 54 - 56
4. Conserve and improve the condition of affordable housing	Pages 56 - 57
5. Promote equal housing opportunities	Page 59
6. Preserve Assisted Housing Developments	Page 57

TABLE H-2
STATE HOUSING ELEMENT REQUIREMENTS

This table is intended as a summary of California Government Code Section 65583 related to Housing Element Requirements.

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
1. Identification and Analysis of Existing and Projected Housing Needs.	
A. Population Trends and Projections	Population Growth Pages 15 - 18
B. Employment Trends	Population Growth Pages 15 - 18
C. Fair Share of Regional Housing Needs Assessment (RHNA)	Residential Development Potential Pages 39 - 42
D. Level of Payment vs. Ability to Pay	Affordability Pages 19 - 20
E. Overcrowding	Large Families - Pages 22 - 23
F. Condition of Housing Stock	Condition of Units - Page 19
2. A. Statement of Goals and Policies 1. Development 2. Preservation 3. Improvement	Housing Element Goals and Policies Pages 44 - 49
B. Statement of Quantified Objectives 1. Development 2. Preservation 3. Improvement	Housing Programs Pages 50 - 59; Summarized in Table H-6, Pages 60 - 63
C. Statement of Financial Resources 1. Development 2. Preservation 3. Improvement	Residential Development Potential Pages 39 - 42

TABLE H-2 (Continued)
STATE HOUSING ELEMENT REQUIREMENTS

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
D. Five Year Schedule of Housing Programs 1. Development 2. Preservation 3. Improvement	**Housing Programs** Pages 50 - 59; Summary in Table H-6, Pages 60 - 63
E. Statement re. Ability to Meet Projected Housing Needs	**Residential Development Potential** Pages 39 - 42; Summarized in Table H-6, Pages 60 - 63
3. Identify Adequate Sites for Housing for all Economic Segments of the Community, including rental housing: 1. Very Low Income 2. Low Income 3. Moderate Income 4. Upper Income	**Residential Development Potential** Pages 39 - 42 and **Table H - 6**, Page 63.
4. Inventory of Land for Residential Development 1. Vacant 2. Redevelopment Sites Relationship of these sites to: a. Zoning b. Public Facilities and Services	**Availability of Sites for Housing** Pages 36 - 39 **Housing Element Goals and Policies** Pages 44 - 49; **Housing Programs** Pages 50 - 59

TABLE H-2 (Continued)
STATE HOUSING ELEMENT REQUIREMENTS

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
5. <u>Governmental Constraints on Maintenance, Improvement and Development of Housing</u> 1. Land Use Controls 2. Building Codes & Enforcement 3. Site Improvements 4. Fees & Exactions 5. Exactions 6. Processing/Permit Procedures	Governmental Constraints Pages 31 - 35
6. <u>Non-Governmental Constraints on Maintenance, Improvement and Development of Housing</u> 1. Availability of Financing 2. Price of Land 3. Cost of Construction	Market Constraints Pages 23 - 29 Environmental and Infrastructure Constraints Pages 29 - 31
7. <u>Analysis of Special Needs</u> 1. Handicapped 2. Elderly 3. Large Families 4. Farmworkers 5. Female-headed Households 6. Persons and Families in Need of Emergency Shelter	Special Needs Groups Pages 20 - 22
8. <u>Opportunities for Energy Conservation in Housing</u>	Energy Conservation Page 43
9. <u>Analysis of Existing Housing Developments</u>	Assessment of 1986 Housing Element and 1988-94 RHNA Pages 39 - 42

TABLE H-2 (Continued)
STATE HOUSING ELEMENT REQUIREMENTS

REQUIRED HOUSING ELEMENT COMPONENT	REFERENCE
10. <u>Five-Year Program Schedule: Program Requirements</u>	Housing Programs:
1. Identify adequate sites for housing for all economic levels	Pages 51 - 59
2. Assist in the development of adequate housing for low and moderate income households	Pages 51 - 59
3. Address or remove governmental constraints	Pages 54 - 56
4. Conserve and improve the condition of affordable housing	Pages 56 - 57
5. Promote equal housing opportunities	Page 59
6. Preserve Assisted Housing Developments	Page 57

SECTION I: HOUSING NEEDS

This section of the Housing Element summarizes the current and projected housing needs for the City. The Element also estimates the number of households that meet Federal or State criteria for special consideration when discussing specialized needs. Although the City is generally considered to be without significant housing problems, a review of the demographic and physical makeup of the City uncovers issues of concern. The following analysis identifies those issues and explores their significance for determining the City's housing goals and policies.

Population Growth

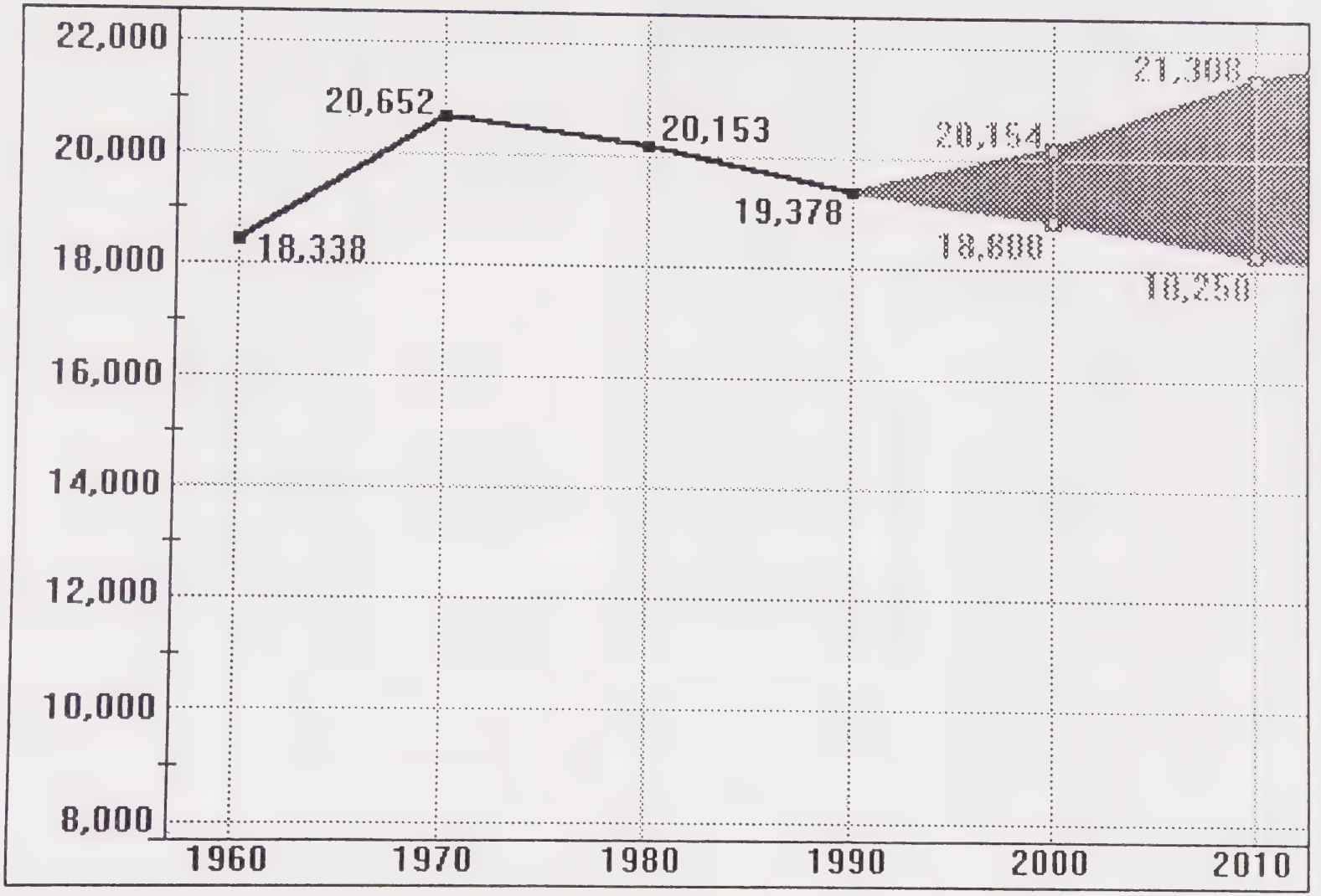
The City of La Cañada Flintridge is reported in the 1990 U. S. Census as having a total population of 19,378 residents. The 1990 Census extends for the second decade the City's modest decrease in population from the previous Census. The City's rate of population decline of 0.3% per year over the past twenty years contrasts sharply with the County's growth rate of 1.15% per year for the same period.

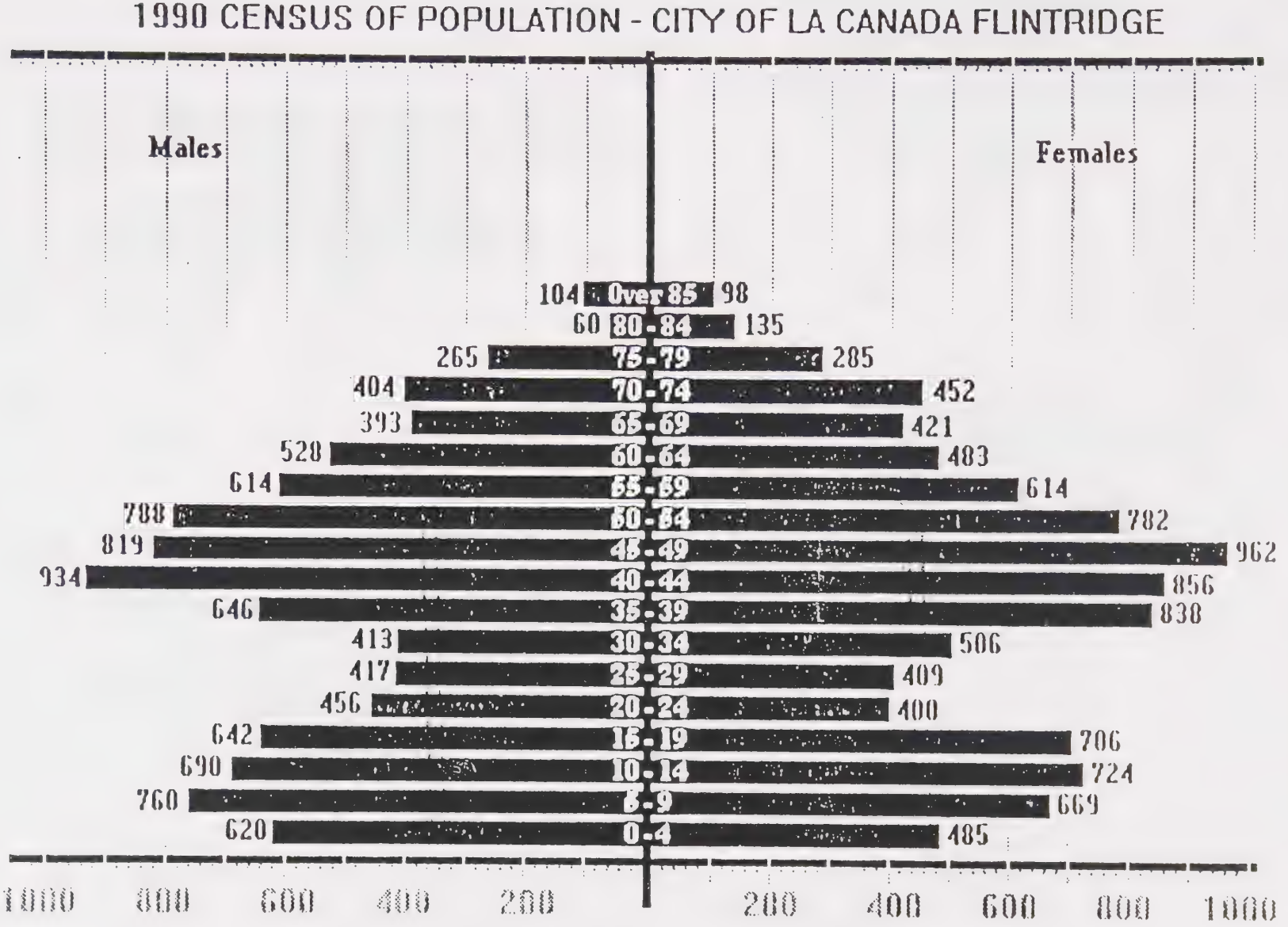
	City	%Δ	L.A. County	%Δ
1960	18,338		6,038,771	
1970	20,652	+12.6	7,032,075	+16.4
1980	20,153	- 2.4	7,477,503	+ 6.3
1990	19,378	- 3.8	8,863,164	+18.5

No significant vacant land is available to provide for future residential development. The City expects that population levels will remain around 20,000, with perhaps slight increases as smaller households comprised of elderly residents are replaced with younger households comprised of families. Figures H-1, H-2 and H-3 depict population growth projections and age cohorts pyramids.

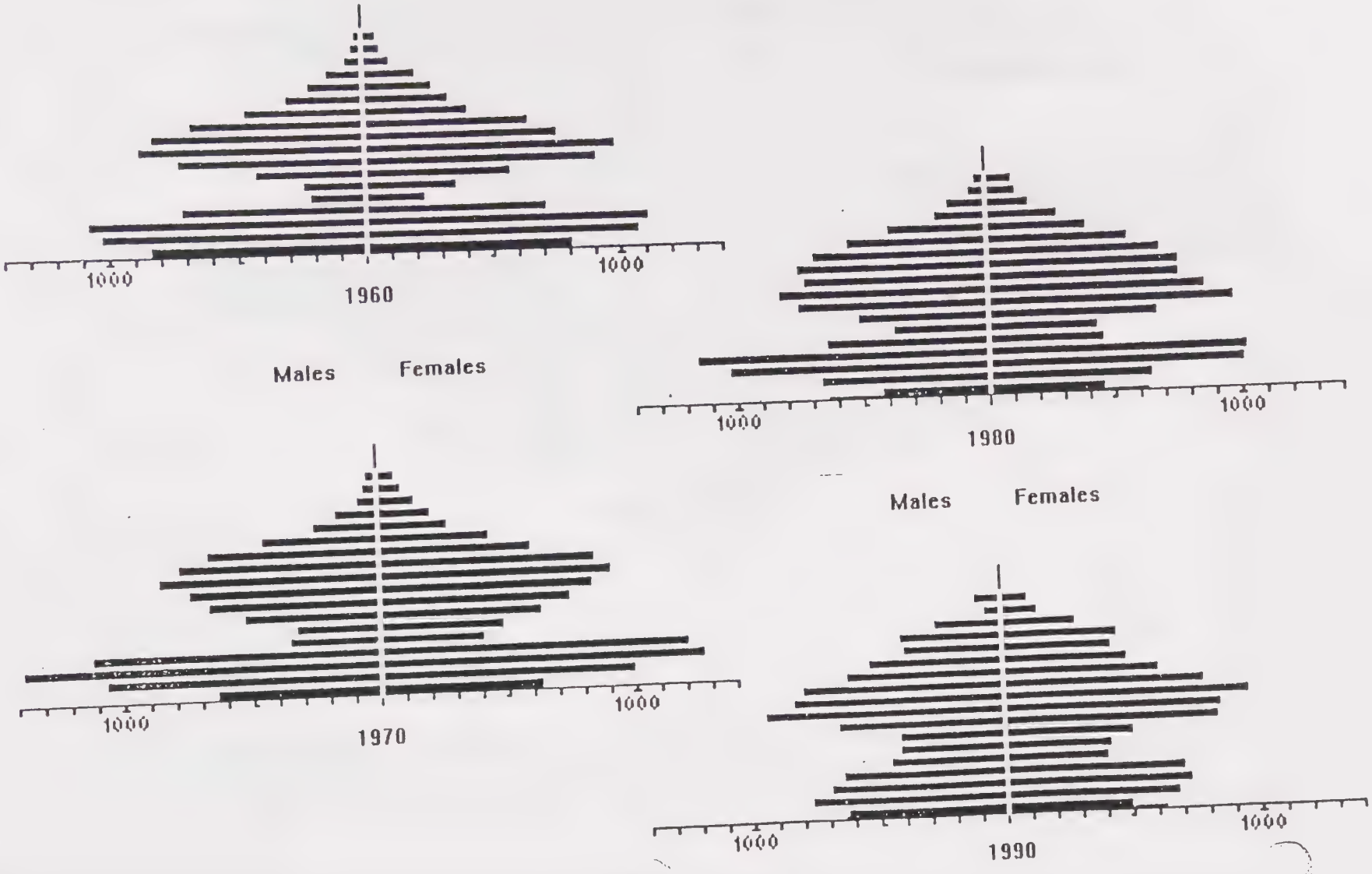
CITY OF LA CAÑADA FLINTRIDGE

1960 - 1990 POPULATION HISTORY AND TWENTY YEAR PROJECTION




1990 CENSUS OF POPULATION - CITY OF LA CANADA FLINTRIDGE
Males
Females
104 Over 85 98
60 80-84 135
265 75-79 285
404 70-74 452
393 65-69 421
528 60-64 483
614 55-59 614
788 50-54 782
819 45-49 962
934 40-44 856
646 35-39 838
413 30-34 506
417 25-29 409
456 20-24 400
642 15-19 706
690 10-14 724
760 5-9 669
620 0-4 485
1000 800 600 400 200 200 400 600 800 1000

CITY OF LA CAÑADA FLINTRIDGE
POPULATION PYRAMIDS



Condition of Units

At the 1990 Census, 6,918 residential units were counted in the City. Of these, 6,518 units (94%) were detached single family homes and the remaining 400 units (6%) were attached or multiple units.

The City of La Cañada Flintridge developed as a residential community, beginning with the Flintridge and Alta Canyada subdivisions in the 1920's. By 1940, nearly 37% of today's housing stock had been constructed. The median age of homes is approximately 29 years. The accepted standard for major rehabilitation is after 30 years. However, the City housing stock has historically been of high quality with diligent maintenance, so that many older homes are in good or excellent condition.

A targeted windshield survey was conducted in February, 1993, to identify substandard dwelling units in the City. Although only portions of the City were surveyed (see Housing Element Appendix A), the condition of the City's housing stock can be reasonably characterized as follows:

Good Condition -	6,911
Substandard Classes -	
Class C (Suitable for Rehabilitation) -	4
Class D (Not Suitable for Rehabilitation) -	3

The absence of any significant substandard housing can be traced to active private rehabilitation efforts. Since 1986, when the City last updated its Housing Element, 3,523 building permits have been issued for single family residential additions or remodels, indicating that in this 6½ year period 54% of the City's housing stock had been upgraded.

Affordability

State and Federal standards for housing overpayment are based on an income-to-housing cost ratio of thirty percent and above. Households paying greater than this amount will have less income left over for other necessities, such as food, clothing and health care. It is recognized, however, that upper income households are generally capable of paying a larger proportion of their income for housing, and therefore estimates of housing overpayment generally focus on lower income groups.

The Regional Housing Needs Assessment (RHNA) prepared by the Southern California Association of Governments (SCAG) identifies housing overpayment for the City's lower income households based on data from the 1980 census. (Lower income households are defined as households whose total gross income is less than 80 percent of the County median.) According to the RHNA, lower income households represented approximately 12.3% of all households in the City (843 of 6,853). Among lower income households, 42.4% (362 of 843) were paying more than 30% of their income on rent or mortgage payments, as of January 1, 1988. Of these overpayers, 198 were classified as Very Low Income and 165 were Low Income.

A review of the 1990 census suggests that the number of lower income households has increased slightly to 12.9% (864 of 6,694). Lower income households paying more than 30% on housing also increased to 54.9% (474 of 864).

The distinction between housing overpayment by renters versus homeowners is important because, while homeowners may over-extend themselves financially to afford the option of home purchase, the owner always maintains the option of selling the home. Renters, on the other hand, are limited to the rental market, and are generally required to pay the rent established in that market. According to the RHNA, of the total 362 lower income households identified as overpayers, 267 were owner households and only 95 were renter households. By allowing additional affordable housing opportunities in Accessory Living Quarters (second units) and mixed use residential housing as noted in this element, the City creastes opportunities to reduce the overall cost of housing.

Special Needs Groups

The State of California has identified several groups of the general population that have special housing needs. These groups are considered in the City's review of housing policy to determine the extent to which these groups are present in the community and the degree to which they require assistance in securing decent affordable housing.

Elderly: The elderly segment of the population is defined by the U.S. Bureau of Census as those persons 65 years of age or older. In La Cañada Flintridge, there were 2,617 persons

(approximately 13.5% of the total population) at least 65 years old. Of the 6,694 all households in the City, 1,563 (23.3%) were run by persons 65 or older. Another indicator of the status of the elderly is their living relationship with others. In the City, the vast majority of elderly - 2,119 or 81.0% - live with their spouse or other family member. Four hundred fifty-one (17.2%) live alone and 47 (1.8%) live with non-relatives or in an institutional environment.

Two significant measures relating the elderly to housing policy is their tenure and their income status. Of the 1,516 elderly who are heads of their household, 1,452 or 95.8% are owners and 64 (4.2%) are renters. Of all elderly, 2,506 (95.8%) are above the poverty line and 111 (4.2%) are below. These numbers indicate that the City's elderly population is generally not under-housed, nor is it a significant poverty group.

Handicapped: The City has identifiable groups of handicapped residents, as defined by the United States Census. Two types of handicap are identified: Mobility limitations and self-care limitations. In the City, 1,219 handicapped persons were counted, representing 6.3% of the entire population. Those with only a mobility limitation were the largest group, with 808 or two-thirds of all handicapped persons. Those with only a self-care limitation or with self-care and mobility limitations are about one-third (411 persons) of all handicapped in the City. Elderly comprise nearly half of all handicapped persons with 580 (47.6%). Of these, 216 have a self-care limitation. The division of handicapped persons by gender reflects the population overall, with slightly more women than men in all age categories.

Large Families: Families with five or more members are considered large families. In La Cañada Flintridge, there are 818 households with five or more members, about 12.2% of all households. Large families do not appear to be underhoused as there are 2,285 dwelling units in the City with four or more bedrooms, nearly one-third of the City's housing stock. The 1990 Census figures indicate that 90% of these families own their homes (761 households), while 7% (57 households) are renters.

Overcrowding is typically associated with larger families, and units with 1.01 or more persons per room are deemed to be overcrowded. In La Cañada Flintridge, 185 units are shown as

being overcrowded. The 1990 Census indicates that 82% of these overcrowded households are homeowners (151 households), while 18% (34 households) are renters.

Female-Headed Households: Female-headed households represent approximately 15.0% of all households in the City (1,009 of 6,713). Of these, 611 lived alone. Of the remaining 398 female-headed households, 381 (95.7%) were classified as above poverty level status, including 142 with children under eighteen years of age. Seventeen female-headed households (4.3%) are classified as below the poverty level, including seven households with children under eighteen years of age.

Farmworkers: Seasonal, low-income farmworkers are not considered to be a significant population group in La Cañada Flintridge. There is no agricultural or farming industry located within the City, and no farmworker housing. According to the 1990 Census, only 33 residents worked in the Farming, Fishing and Forestry classification, including related services and administration.

Homeless: Homeless persons are considered by the Southern California Association of Governments (SCAG) to be persons housed in shelters and those observed on the street as homeless. According to the latest estimates of the SCAG, there are no permanent shelters in the City and no homeless persons observed on City streets. In addition, there are no known continuously used homeless camps in the City. Approximately one to two reports are received each year regarding homeless persons sleeping in vehicles or in various public areas, such as parking lots or drainage channels.

The Crescenta-Cañada Ministerial Association operates an emergency food and aid program through the Crescenta-Cañada YMCA that serves the City and the surrounding areas of La Crescenta, Montrose and Verdugo City. This program provides food baskets and vouchers for meals, gasoline and bus tokens. Longer term needs such as counseling are provided by referral to the Salvation Army facility in the City of Glendale. The emergency aid program served 226 persons in 1992, and 115 persons in the first four months of 1993.

SECTION II: HOUSING CONSTRAINTS

This section examines actual or potential constraints on the provision and cost of housing. These constraints affect the development of new housing as well as the maintenance of existing units; they are found in market conditions, governmental regulations, and environmental and infrastructure capabilities.

MARKET CONSTRAINTS

The high cost of renting or buying adequate housing is the primary non-governmental constraint of providing adequate housing in the City. High construction and labor costs, land costs, and market financing all contribute to curtailing the availability of affordable housing.

Land: Land costs include the cost of raw land, site improvements and all costs associated with obtaining government approvals. According to information from local realtors and data on sales since 1989, parcels with multi-family development zoning or potential in La Cañada Flintridge are valued on average at approximately $31 to $47 per square foot ($1,350,360 to $2,047,320 per acre), while sales on parcels zoned for single family development during September, 1992 through April, 1993 averaged $33 to $39 per square foot ($1,437,480 to $1,698,840 per acre). While land costs in La Cañada Flintridge are similar to the immediately adjacent neighborhoods in north Glendale and Pasadena's Linda Vista/Country Club areas, they are substantially above the average for most of the greater Los Angeles area. A number of factors influence such high land costs.

Availability and Buildability: First among these market factors are the combination of steep topography and the built out character of the community which contributes to the high cost of land assemblage. Of the 341 acres of vacant, privately owned land, 229 acres are in steeply sloping (60% or greater slope) areas, generally do not have water service available (thus requiring substantial developer improvements), and where water service and other utilities are available, cost 15% to 25% more to develop structures due to the topography.

The remaining 112 acres of vacant land which has a lower market cost for its development potential consists of a variety of lot sizes. Many of these lots are owned in conjunction with adjacent properties, and therefore presently remain underdeveloped. Still others are properties sandwiched between existing residences providing an opportunity for future development as a single family residential use, but lacking in project size for multi-family or mixed use residential development without land assemblage at a cost of $1.3 million to $2 million per acre.

Neighborhood Quality: Another key factor influencing land values is the quality of the residential neighborhoods. As noted in the Los Angeles Times on August 21, 1993, key factors in a homeowner's consideration of a community in which to invest their real estate dollars are the traffic, noise and trees found in the neighborhood. Other sources note that low crime rates and cleaner air are characteristics of La Cañada Flintridge which attract home buyers.

Topography has restricted circulation in La Cañada Flintridge to one primary east-west arterial, Foothill Boulevard, and the introduction of Interstate 210 and the Glendale Freeway (State Highway 2) have significantly redirected much of the regional traffic away from the City's local streets.

Furthermore, the altitude and early, large lot, upscale development characteristics have proved beneficial for the natural propagation and introduction of trees in the community, further enhancing the appeal of "quite, tree-lined streets" and cleaner air as they influence land costs.

School Districts: The most common reason noted by area realtors for new home buyers selecting La Cañada Flintridge is the schools. The Los Angeles Times notes in its August 21, 1993 article that, "A recent survey by Runzheiumer International notes that school districts play a significant role in resale values. Communities served by top-notch districts - those that rank high nationally - are the least likely to experience price erosion over time, the study says."

The City of La Cañada Flintridge is served by the La Cañada Unified School District (LCUSD) for approximately 85% of its

geographic area. Known for its innovative curriculum and outstanding staff, LCUSD is among the top 5% of schools nationally. La Cañada High School was recognized in early 1993 as a National Blue Ribbon School, and annually ranks first or second in the state for the rate at which its students pass the Advanced Placement tests. Furthermore, the District's SAT scores are generally more than 100 points above the national average. Parent participation is exceptionally high within this district, with $435,000 of private contributions and 61,175 volunteer hours donated in the 1992-93 school year.

The remaining 15% of the City is served by the Glendale Unified School District (GUSD) which, while not ranked as highly overall as the LCUSD, offers a noted quality educational environment in the three schools which service portions of La Cañada Flintridge.

Mansionization: The increasing average size of single family residences introduces an elevation in property values according to realtors. A review of building permits issued in the City in 1990 - 1993 indicates that the size of new or remodeled homes in La Cañada is significantly increasing. New single family homes range from 2,600 to 10,000 square feet. "Mansionization" also occurs when an existing house, in scale with its neighborhood, is replaced with or expanded into a much larger house out of scale with its site and neighborhood.

Key to the issue of mansionization is the size and shape of a dwelling, especially in relation to the size and shape of the its lot. Building bulk can be controlled through zoning standards, including setbacks, height, and floor area ratios. Many cities control building design of single family homes through a public review process. Nonetheless, the continued replacement of existing 1200 to 2500 square foot homes built in the 1930's to 1960's with homes averaging over 5,000 square feet has a considerable impact on the affordability of housing in the City.

Existing Land Use Patterns: A final neighborhood factor which contributes to the sustained value of properties, as noted by the Los Angeles Times, is the size of the yard and its ability to provide room for a swing set and a pool. As noted in the Introduction to this element, much of La Cañada Flintridge was laid out prior to the availability of imported water. Large lot

subdivisions were the norm, and single family residential lots which are 10,000 square feet or larger in area make up 2,376 acres or 86% of the 2,747 acres of presently developed residential land. Of the 6,518 detached single family homes in the community, 2,779 or almost 43% have swimming pools.

The combination of these market factors have served for many years to drive demand, and therefore land costs within the City, well beyond the range of affordable for market-driven development of lower and income single family residences, and for assemblage of properties for lower income multi-family projects. As noted previously, similar land values are found in adjacent neighborhoods in Glendale and Pasadena, but these neighborhoods are part of larger jurisdictions which have a broader range of land costs and housing development options available to them.

Construction Costs: The single largest cost in associated with building a new house in most communities is the cost of building materials, comprising between 40 and 50 percent of the sales price of a new home. Construction costs for wood frame, single-family construction of average to good quality range from $60 to $73 per square foot, custom homes and units with extra amenities running somewhat higher. A reduction in amenities and quality of building materials (above a minimum acceptability for health, safety, and adequate performance) could result in lower sales prices.

Costs for wood-frame, multi-family construction average around $46 per square foot, exclusive of parking. An additional factor related to construction costs is the number of units built at the same time. As the number of units developed increases, the construction costs over the entire development are generally reduced, based on economies of scale. This reduction in costs is of particular benefit when density bonuses are utilized for the provision of affordable housing.

Construction costs are augmented above these regional averages by the topography which is characteristic of much of the remaining vacant land. This topographic factor increases construction costs by as much as fifteen to twenty-five percent over non-hillside development areas due to:

- Additional soils and geological engineering reports;

- Complex foundations, which include exotic caisson and grade beam foundation designs or foundations that incorporate massive retaining walls;

- Intensified percolation difficulties leading to more costly on-site septic systems; and

- Increased grading required to create adequate building pads.

Financing: Although interest rates are at the lowest they have been in approximately 20 years, they still have a substantial impact on housing costs which is felt by renters, purchasers and developers. Some mortgage financing is variable rate, which offers an initial lower interest rate than fixed financing.

The ability of lending institutions to raise rates to adjust for inflation will cause many existing households to overextend themselves financially. Similarly, a return to a situation where financing costs substantially constrain the housing market will impact the affordability of housing.

An additional obstacle for the first-time home buyer continues to be the 10 to 20 percent down payment required by lending institutions. Far fewer people in today's first-time home buyer market are eligible for the FHA/VA-backed loans with reduced down payment requirements which prevailed when much of the City of La Cañada Flintridge was originally developed.

Profit, Marketing and Overhead: Developer profits generally comprise 10 to 15 percent of the selling price of single family homes and slightly lower for condominiums. However, in communities like La Cañada Flintridge where the market demand is high in comparison to the available housing supply, developers are able to command higher prices and realize greater profit margins.

Housing Costs in La Cañada Flintridge: The average sales price of homes sold in La Cañada Flintridge from September, 1992 through April, 1993 was $471,388. A $377,110 mortgage (80% of purchase price, with a $94,278 down payment)

amortized over 30 years at an interest rate of 7.9% (April, 1993), would result in a monthly house payment of $2,702, and would require a down payment of $94,278. Both the level of payment and the required down payment eliminate very low, low and many moderate income households from La Cañada Flintridge's for-sale housing market.

A review of the range of prices for home sales in the same period indicates that the lowest sales price was $220,000, still beyond the range of moderate income households in Los Angeles County.

Analysis of the loaded costs to develop multi-family housing in La Cañada Flintridge in the present market indicates that the economies of scale may not be sufficient to reach an affordable housing goal, even with the reduction of standards for minimum unit size and parking requirements, key costs factors which provide compatibility with the surrounding community. Affordable housing for very low income individuals is based on a monthly rent or payment of $586 or less. Low income housing would require a maximum monthly payment or rent of $938, while moderate income housing would reach a maximum rent or payment of $1,408 per month.

For average construction quality units which would meet the City's present multi-family residential development standards, the approximate cost per unit for a 30-unit per acre multi-family development project would be $285,200 to $293,400, or monthly payments of $1,634 to $1,682. Using the same construction costs but minimum unit size and parking requirements, the prices still range from $182,701 to $209,147 or $1,246 to $1,498 per month, barely within the range of a moderate income household.

When the quality of construction is adjusted downward to "low cost" and landscaping and amenities are reduced, the unit price may drop to $147,500 to $154,100, representing monthly payments of $1,006 to $1,051, outside of the range of lower income households, and just within moderate income range.

Similarly, senior units of average construction quality are estimated to cost $146,000 to $152,600, with monthly payments of $996 to $1,041. This scenario assumes a moderate amount of

landscaping and amenities for a project of 30 units per acre density, and the units still exceed the prices for lower income households.

The monthly payments in this analysis, which are well above affordable levels for very low and low income housing, do not include adjustments for hillside construction (15% - 25% more costly), property taxes, insurance, on-going maintenance, increased construction costs related to hillside topography or high fire hazard area building requirements, or landlord's profit. These additional market driven costs raise the affordability barrier further, even for many moderate income households.

ENVIRONMENTAL AND INFRASTRUCTURE CONSTRAINTS

Environmental Constraints: The City is subject to seismic activity from the Sierra Madre Fault Zone, portions of which are considered active. Regionally, several active faults are considered capable of affecting property within the City. With many homes constructed prior to 1934, the City's housing stock includes unreinforced masonry structures which are particularly vulnerable in an earthquake. The exact number of such structures is not known, and the high quality of construction employed in the City suggests that many pre-1934 masonry structures may actually be reinforced.

As a hillside community, the City is subject to landslides, increased likelihood of firestorms, and seasonal mudflows. However, several precautionary actions have been taken to protect hillside areas, including the establishment of a series of fire roads on open hillside areas, drainage debris basins and flood control structures. The City regulates the number and degree of manmade cuts and fills through its Hillside Development Ordinance for all properties which have an average slope of 15% or greater. Site grading and building design are primary concerns of the City and new development must meet stringent requirements for geologic and soils stability. Finally, all new developments must meet accessibility requirements established by the L.A. County Fire Department, and homes in hillside areas are required to meet additional fire protection standards of the building and safety code to reduce the potential for spread of a firestorm.

In some situations, the implementation of these environmentally sound protection measures may reduce the total number of new housing units which can be developed from that which would be experienced in a non-hillside area. However, it is recognized that such protection are necessary for long-term stability and safety.

Construction activity is a source of dust, noise and congestion for surrounding residents. The City requires that projects minimize these impacts through limited hours of construction and watering of exposed soils. In hillside areas where existing streets may be narrow and winding, construction vehicles may be required to park only on the site, in order to insure emergency vehicle access to the area.

Infrastructure Constraints: The infrastructure which is of critical importance to the maintenance of existing and development of new housing includes water facilities, drainage and debris channels, sewerage facilities, and streets and related elements (street trees, lighting, sidewalks and curbs). The provision and maintenance of these facilities in a community enhances not only the character of the neighborhoods but also serves as an incentive to homeowners to routinely maintain and keep up their homes. In the City, infrastructure conditions vary as many neighborhoods lack certain street elements, including street lights, sidewalks and curbs. The absence of these elements is considered an indication of a semi-rural residential area.

The single most significant infrastructure constraint is the lack of sewers to serve the City. Only two areas are served with public sewers: The northeastern section near the La Cañada Flintridge Country Club and the western-most section along Ocean View Boulevard and near Glen Haven Park. The remainder of the City (approximately 5,730 housing units or 83%) are served by private, onsite septic or cesspool systems. The City's primary commercial corridor - Foothill Boulevard - also lacks public sewers. Consequently, efforts to develop higher density housing will be constrained by the limitations of an individual site's area, its soils conditions, and the soil's ability to accommodate sewage disposal.

The City is actively pursuing the installation of a sewer line along Foothill Boulevard to serve the commercial corridor, including properties designated by the City to allow multi-family development. At the present time, the project is being designed by the County Sanitation Districts of Los Angeles County and the State of California. Current schedules suggest that construction of the sewer line could begin in 1995 and be completed in late 1996 or early 1997.

As noted earlier, water service is not presently available to most of the 229 acres of undeveloped land in the northernmost, steep slopes of the City along the Angeles National Forest. The La Cañada Irrigation District indicates that their existing facilities would need to be substantially upgraded to provide any water flow to these areas just north of their jurisdiction, and the District has no immediate plan to annex these properties.

GOVERNMENTAL CONSTRAINTS

State laws regulating local housing elements require that the City examine the effects of public policies on the provision of housing, especially the construction or preservation of affordable housing. Land use controls, site planning (zoning) standards, building codes, fees and other programs are intended to improve the overall quality of residential neighborhoods and promote development which is appropriate to the character of the community. Conversely, these same controls may serve to deter lower cost projects due to the additional development costs which they impose.

Land Use Controls: The physical make-up of the City, including the character of its housing, was established years before incorporation when water supplies were limited and the first developers created an up-scale living environment using large lot subdivisions. The scale, density and type of new development continue to be guided by this history as large lot developments remain the dominant land use, and market forces and active residents work in combination to maintain the community's up-scale character.

The General Plan and Zoning Ordinance are tools which the City uses to reflect these influences. General Plan policies and zoning standards which seek to support the community's low density, semi-rural vision of itself may also inhibit the development of affordable housing. For this reason, the City must examine these policies and determine if housing objectives can still be met within such constraints.

The City's General Plan Land Use Element identifies 3,482 acres of land for residential uses - 63.2% of the entire City. Single family residential densities range from one unit per 10 acres in the Hillside Residential areas to 8.7 units per acre in Medium Density Residential. Densities in the multi-family residential areas range from 15 units per acre (Medium High Residential) to 30 units per acre (High Density Residential).

To further expand housing development opportunities, the Land Use Element sets forth policies for several areas in the Commercial designation as noted in the Foothill Boulevard Master Plan where residential and mixed use development of up to 15 units per acre are permitted. Higher densities are not considered feasible due to infrastructure constraints (see below).

The Zoning Ordinance provides site-specific development standards for all residential densities. Single family development is regulated for property line setbacks, building height and bulk, lot coverage and floor area, and vehicle parking. Additional development standards are imposed on hillside properties based on topographic and viewscape concerns. These standards provide a limitation on the maximum size of a dwelling which, ultimately can limit increases in value due to mansionization.

Multiple family development is similarly regulated with respect to building size and lot coverage, and the standards in the applicable R-3 (Multiple Family) and RPD (Residential Planned Development) zones are directed to provide high-quality multiple family living environments. Consequently, these zoning standards may act to restrict the supply of affordable housing in the City. However, since the adoption of these standards in 1991, the City has lost no lower income housing units in these zones due to redevelopment according to these standards.

The Zoning Ordinance includes provisions to allow Accessory Living Quarters (second units) in many areas of the City. The City has a long history of the successful use of guest houses and second units in its larger lot single family neighborhoods. Many of these units have been used as rentals, although the rent levels are not specifically known for all units in the City. A survey of rental units listed in the newspaper between 11/12/92 and 8/26/93 indicates a range of rents of $685 per month to $3100 per month (includes units constructed prior to current size limitations).

Today, this affordable housing option is supported by the City through zoning standards which allow unit sizes up to 1,000 square feet, with no restriction on the age of occupants. Although second units are only permitted on lots having at least 10,000 square feet in area, this represents over 3,400 potential units, including attached and detached configurations. Consistent with the State code, these units are deemed compatible with the single family designation and exempt from permitted General Plan Land Use density limitations. Therefore, these units are not reflected in the City's Land Use capacity numbers, as shown in the Land Use Element.

La Cañada Flintridge's land use controls provide adequate opportunity for affordable housing for lower income households through the development of Accessory Living Quarters (second units). The City has determined that its land use controls are not excessive since they could potentially permit Accessory Living Quarters on over 3,400 single family residential lots within the City. The City also has determined that its fee for the development permits for these units covers the City's cost of processing the applications without imposing unreasonable costs on the development ($950.00 total processing fee). The City has the capacity to process up to 10 Accessory Living Quarters applications per month and has the potential to process as many applications as are received, by adding additional temporary staff based on fees charged.

Fees and Improvements: A limited set of fees and assessments are charged by the City to cover the costs of processing permits and providing services. All fees are assessed through a pro rata share system, based on the magnitude of the project's impact or the extent of the benefit which will be derived. The City does not presently have any fee reduction subsidies for special projects

such as affordable housing; all fees are calculated to defray only direct processing costs (See Appendix D - Permit Fees).

The City is mostly built out, with most infrastructure already in place. Consequently, the cost of land improvements associated with development is quite low. No developer fees or exactions are presently levied for park development (Quimby Act) or special infrastructure (bridges, sewers, drainage, etc.). The total amount of fees varies from project to project based on a project's complexity and the cost of mitigating its environmental impacts. The most significant project development fees are assessed by the two local school districts, in accordance with State law.

Building Codes and Enforcement: The City has adopted the Los Angeles County Building Codes by reference. These codes are based on the State Uniform Building Code (UBC) which establishes minimum construction standards as applied to all buildings. The City's building code is considered to be the minimum necessary to protect the public health, safety and welfare, and the local enforcement of this code does not unduly constrain development of housing.

The City's Roof Ordinance recognizes the City-wide fire hazards and imposes additional costs on new and substantially remodeled housing by requiring Class A or B roofing materials be used. As noted previously, structures located in high fire hazard areas (e.g. Fire Zone 4) are subject to more stringent building code standards requiring enclosure of underfloor areas, spark arrestors, and fire resistant materials around exposed pipes and wiring. These necessary requirements for the protection of life and property in fire hazard areas also add to the costs of construction of any type of housing in the City.

It is further acknowledged that recent code amendments to improve energy efficiency or reduce environmental impacts also add to the initial cost of housing. While these increased up-front costs are expected to be less than the longer term costs of wasted energy or environmental degradation, they adversely impact the purchase price of new housing. The City currently has no additional energy efficiency requirements above those required in the Uniform Building Codes.

Local Processing and Permit Procedures: The City's evaluation and review process contributes to the cost of housing in that holding costs incurred by developers are ultimately manifested in the unit's selling price. Average processing time for residential projects varies depending on project complexity. Residential projects that can be approved by City staff typically require an initial plan check and a final plan check, each of which require two to three weeks to review upon submittal of all required correct information. Any significant development in the City's hillsides, multiple family development, or Accessory Living Quarters (second units) requires Planning Commission approval, which generally takes six to eight weeks from time of application to public hearing. Appeals to the City Council take about one additional month to be placed on the Council agenda.

The City has established a Design Review Board for all projects except single family residential and Accessory Living Quarters (second units). The Board consists of residents, some of whom have expertise in the design arts. The City conducts design review in parallel with other required review procedures so that additional time for project approval is minimized or eliminated. Mixed use and multi-family housing developments would be subject to such review, increasing their costs by approximately $200 for the project. Due to concurrent processing, no additional time for project approval is typically required.

SECTION III: HOUSING DEVELOPMENT STRATEGIES

This section examines the land use strategies available within the City for development of new housing. The specific ideas are designed to balance the City's obligation to address regional housing needs with its desire to preserve its low-density, semi-rural character.

AVAILABILITY OF SITES FOR HOUSING

The City is an older and largely built-out community, with no significant amount of undeveloped land available for residential development. For the fifteen years since the City's incorporation, new development in the City has consisted of in-fill subdivisions of twelve or fewer single family lots, replacement construction within existing single family neighborhoods and two smaller multi-family condominium projects (twenty-one and twenty-four units). Many of the larger residentially zoned lots have been identified as very steeply sloping (229 acres), often exceeding 60% slope, with severely limited development potential due to infrastructure and emergency access limitations.

Potential New Units: Residential build-out at the densities projected in the General Plan Land Use Element total 7,120 dwelling units. As a projection of potential development, this total represents approximately 200 units more than the 6,918 existing units indicated in the 1990 Census. However, the actual number of new units which may be constructed within each land use category varies by more than the total potential increase indicated above. This variation is primarily related to three circumstances:

1) Certain single family areas are designated at a lower density than they are currently developed, and thus the actual number of units already exceeds the projection of potential development in these areas;

2) The Hillside Development Ordinance restricts permitted densities based on the slopes properties, thereby reducing

the number of units per acre which can be developed by an undetermined amount; and

3) the Land Use Element utilizes two new categories for higher density housing which did not exist prior to 1993, creating opportunities for new housing units for which the City has no previous development experience, thus densities may vary from projections.

The designation of single family areas at lower densities than actual development is largely the result of numerous illegal subdivisions which were initiated in the decades prior to standardization of land division practices (prior to 1972). Many such areas are too small to warrant a separate density designation from surrounding properties. However, the number of such substandard land divisions within the City boundaries is sufficient to warrant acknowledgement with respect to its effect on the comparison of actual density and the calculations for projected density of the Land Use Element.

The Hillside Ordinance requires that new land divisions be reduced in their permitted densities by a slope density factor which links the steepness of the slope to the minimum size of the lot. This factor, which can reduce the overall number of new lots be created in the City, is used as a guideline in Planning Commission considerations, and therefore flexibility is provided. The City has not performed a lot-by-lot slope analysis of vacant properties, so it is not possible to determine the effect of this adjustment on future densities. However, the Land Use Element projections take into account the steeply sloping areas and assume minimal development for these properties, thus reducing the uncertainty in housing unit projections for hillside areas.

The Land Use Element also identifies two new categories for multi-family residential uses: Medium High Density (up to 15 dwelling units per acre) and Development Opportunity Overlays which permit mixed use commercial/residential development (up to 15 dwelling units per acre, or a maximum overall Floor Area Ratio of 0.675:1). These are discussed more specifically below.

The Medium High Density Residential category is a multi-family designation which was originally created to encourage the development of high quality garden townhomes within the City,

thus offering a greater variety of housing types within the community. This designation is now applied to 6.2 acres located on the City's western boundary. Based on the site's slope and access limitations, approximately 18 units could be accommodated here.

In order to provide expanded opportunities for residential development, the City's General Plan Land Use Element has established the following housing opportunity strategies: Accessory Living Quarters (second units) and commercial/residential mixed use.

Accessory Living Quarters: In 1982, the State of California adopted legislation which identified "second units" as a viable source of lower income and senior housing. Further, the State restricted local zoning codes from prohibiting the development of such units in all single family neighborhoods and further directed cities to refrain from including these units in their land use density calculations. In 1991, the City adopted a set of standards for the development of second units, which are locally described as Accessory Living Quarters (ALQ's). (See Housing Appendix E).

The City's standards allow Accessory Living Quarters on larger lots, subject to approval of a Conditional Use Permit. Based on this requirement, approximately half the single family residential lots in the City (3,457 lots) would qualify for consideration of an Accessory Living Quarters. (Accessory Living Quarters are not permitted in commercial, multi-family or smaller lot residential zones.)

Based on its experience with guest houses, the City has concluded that Accessory Living Quarters are a viable and appropriate affordable housing option. Since adoption of the new standards in 1991, the City has approved 14 of the 15 units considered to date, with four additional requests pending at the time of this element's adoption. Twelve of the 14 Accessory Living Quarters approved to date were approved in the 12 months preceding adoption of this element. As interest and awareness of this alternative housing option grows, the City anticipates that at least fifteen such units per year will be proposed and developed.

Commercial/Residential Mixed Use: The General Plan Land Use Element incorporates a number of recommendations of the Foothill Boulevard Master Plan, including support for medium-high density residential and mixed use developments within the Development Opportunity Overlays located in the Foothill Boulevard corridor. In addition to providing expanded housing opportunities, and a greater variety of housing types and affordability, residential uses on Foothill Boulevard will allow less reliance on the automobile for shopping and employment, and will provide a customer base for the City's retail stores and services.

Nine of the fourteen Development Opportunity Overlay areas which are designated on Foothill Boulevard allow residential or mixed uses (commercial and residential) at densities of up to 15 dwelling units per acre. The General Plan Land Use Element anticipates that 25% of these overlay areas will develop into residential projects. Assuming an average density of 12 units per acre and a total of 10.6 acres utilized for residential development, 128 multi-family/mixed use housing units would be constructed.

RESIDENTIAL DEVELOPMENT POTENTIAL COMPARED WITH REGIONAL HOUSING NEEDS

The Regional Housing Needs Assessment prepared by SCAG has identified a housing need for the City of 266 dwelling units for the years January, 1988 through July, 1994. Of this total, 181 units were projected for high income households. The remaining units were projected for households of very low income (22 units), low income (29 units) and moderate income (34 units). These numbers are the current 'fair share' allocation for which the City must make provisions in its General Plan, and assess its progress to date.

Assessment of 1986 Housing Element and 1988-94 RHNA

The 1986 Housing Element identified four projected accomplishments by which to evaluate the effectiveness of the element:

- Loss of less than 1% of the affordable housing stock through condominium conversion or demolitions.

- Rent Assistance (Section 8 or other) to 2 - 5 households over the next five years [1986 - 1991].

- Rehabilitation or repair of 2 to 3 units per year as a result of code enforcement and rehabilitation (10 - 15 total).

- Development of approximately 100 - 200 new residential units over the next five years. All of the new housing will be affordable to moderate and upper income households. Very few are expected to be affordable to low and very low income households.

Each of these goals will be assessed for the total implementation period of January, 1986 - July, 1993, and for the RHNA period January 1988 - July 1993. (See also Appendix E - Building Permits 1986 through 1993)

Loss of affordable housing stock: In the period 1986 through 1993, the City issued fifty-two demolition permits, and approved no condominium conversion. Of the 52 demolitions, 43 were issued in the 1988 - 1993 RHNA period. [TBD] were for areas believed to provide lower or moderate income housing, based on Census Information. The City has no affordability information on individual units, and thus uses Census information and a recent rental survey to make this determination.

Rental Assistance: The City receives only $86,000 per year in CDBG funds, has no active Redevelopment Agency and no city property tax, and has no active housing agency. It therefore trades the funds to the County of Los Angeles and relies on the L.A. County Housing Authority to process any requests for Section 8 Housing Assistance for the City. No inquiries have been received by the City regarding Section 8 Housing Assistance in either the 1988 - 1993 RHNA period or the 1986 - 1993 Element assessment period. The L.A. County Housing Authority confirmed in April, 1993, that there are presently no assisted units in the City.

Rehabilitation through Code Enforcement: The City's Property Maintenance Ordinance has been stringently enforced since its adoption in June, 1985. However, prior to 1992, no log of enforcement activities was maintained by which to evaluate this projection. A review of a representative sample of the

property maintenance enforcement files maintained since 1988 indicates that at least 3 units per year have been rehabilitated through the repair of roofs, refinishing of cracked and peeling surfaces, replacement of broken doors and removal of other attractive nuisances, during both the RHNA and the Element assessment periods. Furthermore, it is noted that in the 1988 - 1993 RHNA period, the City issued 2,715 permits for remodel of primary residential structures; a total of 3,523 such permits were issued in the 1986 - 1993 Element assessment period.

Development of 100 - 200 moderate to upper income residential units: Analysis of building permit activity in the RHNA assessment period shows that 114 net new dwelling units were constructed, including 12 Accessory Living Quarters. By comparison, the total number of new housing units allocated to the City for RHNA Period 1988 - 1994 is 266 units.

Permit valuation information provided to the City under its contract with the County of Los Angeles Building and Safety Division is aggregated in reports to the City, thereby allowing only average valuation analysis. Based on this information, the average new home valuation of construction, excluding land and financing costs, was $196,141. It is assumed that most if not all of the 102 primary residences constructed were affordable to upper income households only. The City maintains, however, that the 12 Accessory Living Quarters units are affordable to lower and moderate income households, and is preparing a rental survey to be mailed concurrent with its annual certification of these units to verify this assertion.

For the Element analysis period of 1986 through 1993, a net new 176 units have been constructed within the City, with 62 of these units constructed in the first two years of this period. The City notes that the recession which began in the early 1990's continues to impact the number of new homes statewide, as well as in the City.

Revision to residential capacity assumption of 1986 Housing Element: Under the 1986 Housing Element adopted by the City, it was estimated that there was a remaining capacity for 652 residential units, assuming all land was buildable. As noted in this 1993 Housing Element, 229 acres of land has been determined to be largely unbuildable, based on infrastructure,

environmental and topographic constraints. The City continues to support the introduction of Accessory Living Quarters into single family residential neighborhoods, subject to a Conditional Use Permit, to address shifting housing needs and regional demands on local housing resources.

Summary of Assessment: As noted above, the City of La Cañada Flintridge has not experienced the 266 units projected for the RHNA 1988 - 1994 numbers. However, as detailed in Appendix F, the City has pursued several actions since 1986 which have had the potential to create opportunities for new housing development. The introduction of Accessory Living Quarters within single family residential neighborhoods allows further opportunities for housing development prior to the July, 1994 end of the RHNA period. The longer term policy of implementation of sewers on Foothill Boulevard removes some of the lot-by-lot difficulties to development of housing in this corridor, and supports the potential effectiveness of the policies of this element through the year 2000.

Policy Direction for future development projections: Assuming a similar regional demand for housing in the future, the City has used the 1988 - 1994 RHNA numbers by which to assess the potential effectiveness of its housing policies to meet future demand for the period 1995 - 2000. Combining the residential development that could occur through Accessory Living Quarters (fifteen units per year for five years), and Foothill Boulevard mixed use projects (128 new units), an estimated 203 dwelling units could be developed. An additional 104 single family units are expected to be constructed in the next five years on in-fill lots or as a result of smaller in-fill land divisions in the City's single family neighborhoods. It is expected that an 18-unit medium high density project could also be completed. Taken together, the City's projected residential development activity would than adequately address its fair share of the regional housing needs (See Table H-5 in Section V).

During this five year period the City will also be addressing the long-term needs of seniors with respect to housing to determine whether additional land use or housing policies are appropriate.

Energy conservation opportunities are possible both in new construction and in the remodeling of existing structures. The City's adopted Building Code has been amended over the past several years to reflect changes in the State Model for Uniform Building Code to allow, and in most cases require, improved energy conserving provisions. Efficient water heaters, solar heaters, low-flow toilets and enhanced wall/ceiling insulation have all been addressed by these recent amendments. Residents may take further actions to conserve energy to the extent allowed by the health and safety considerations of the Building Code.

SECTION IV: HOUSING ELEMENT GOALS AND POLICIES

The Housing Element's goals and policies establish the City's commitment to maintaining its residential character, while insuring that a variety of housing alternatives are provided where possible. The following four major issue areas are addressed by the goals and policies of the Housing Element:

- New Housing Opportunities Within Existing Constraints
- Maintenance and Preservation of Existing Housing
- Compatibility of New Housing with the Environment and Neighborhoods
- Equal Housing Opportunity.

Each issue area and its supporting goals and policies are identified and discussed in the following section.

NEW HOUSING OPPORTUNITIES

The City encourages the preservation of the community's low-density, single-family character, but also supports housing opportunities for various income groups which are compatible with that character. The high development costs, topography, market pressures and lack of sewers and water service, noted in Section II of this Element, impose constraints on many forms of affordable housing.

Therefore, the City expects that future affordable housing needs will be found in mixed use residences and Accessory Living Quarters (second units). Specific actions have been taken in recent years to facilitate the development of Accessory Living Quarters. In 1994 the City will be updating its Zoning Code to address standards to enable mixed use residential development in

its commercial and transitional areas. In so doing, the City will introduce greater balance into its housing stock, in a manner consistent with the community.

In FY 94/95 the City will also review the long term needs of seniors with respect to housing. This study will address the following questions:

- Is there a long term need in La Cañada Flintridge for senior housing? To what extent can such need be suitably served within the City?

- What are the characteristics of an appropriate location in the City for such alternatives? Is there a need for an overlay to encourage private development to create such alternatives within the community?

GOAL 1.0: Provide a variety of types and adequate supply of housing to meet the existing and future needs of City residents.

Policy 1.1: Provide a range of residential development types in the City, including low density single-family homes, Accessory Living Quarters (second units), moderate density apartments and condominiums and mixed use residential development, in accordance with the Regional Housing Needs Assessment (RHNA).

Policy 1.2: Encourage the private sector to produce housing with particular emphasis on underserved segments of the community.

Policy 1.3: Facilitate the development of low and moderate income housing by allowing developers a density bonus, as established by State law.

Policy 1.4: Assist residential developers in identifying land suitable for new housing development.

Policy 1.5: Support the dispersion of Accessory Living Quarters throughout the City's lower density single family neighborhoods.

Policy 1.6: Encourage the development of residential units which are accessible to handicapped persons or are adaptable for conversion to residential use by handicapped persons.

Policy 1.7: Locate higher density residential development in close proximity to public transportation, other public and private services and recreation.

Policy 1.8: Continue to support the development of childcare facilities to provide improved housing conditions benefitting single parent and two-income households.

Policy 1.9: Examine the needs of seniors for specialized services and accommodations to determine which needs may impact the City's future housing policy.

Policy 1.10: To the greatest extent possible, identify the degree to which the long term needs of seniors are not adequately met by existing and proposed services and facilities in surrounding communities.

Policy 1.11: Monitor all regulations, ordinances, departmental processing procedures and fees related to the rehabilitation and/or construction of dwelling units to assess their impact on housing costs.

MAINTENANCE, PRESERVATION AND ENHANCEMENT

The goal of housing maintenance, preservation and enhancement is to protect the existing housing stock and to avoid physical decline that could adversely affect the character of the community. Maintenance and preservation efforts also avoid larger rehabilitation efforts in the future, including adversarial code enforcement efforts by the City.

Included in this effort is an awareness that the development of very large homes on smaller lots ('mansionization') may adversely effect the quality of the neighborhood, as well as the long term affordability of homes. The introduction of new or remodeling of existing houses to a scale that is much larger or out of scale with its site or neighborhood has been referred to as

"mansionization". Neighborhoods in the City of La Cañada Flintridge are beginning to recycle into larger, more costly residential units, partially due to the scarcity of vacant land.

GOAL 2: Maintain and enhance the quality of existing residential neighborhoods in the City.

Policy 2.1: Promote increased awareness among property owners and residents of the importance of property maintenance to long-term neighborhood quality and housing values.

Policy 2.2: Amend the development standards of the R-1 zone in order to better relate development to the size and shape of the lot and scale of the surrounding neighborhood in order to discourage mansionization, consistent with the goals and policies of the Land Use Element.

Policy 2.3: Continue to use the City's code enforcement program to bring substandard units into compliance with the City's Property Maintenance Ordinance and other codes, and to ensure the maintenance of the overall condition of the City's residential neighborhoods.

Policy 2.4: Encourage property owners to consider the benefits of home repair and remodeling using design and materials consistent with the existing or historic character of the residence.

ENVIRONMENTAL SENSITIVITY

As a built-out community, the City can accommodate increased densities only within existing development. It is an on-going concern of the City to ensure that residential growth is sensitive to the existing lower density setting. Development will only be accepted when coordinated with available community resources and infrastructure, and when designed to minimize impacts on the built and natural environment.

GOAL 3.0: Ensure that new housing is sensitive to the existing natural and built environment.

Policy 3.1: Ensure that Accessory Living Quarters (second units) are compatible in design with single family residential areas, and are consistent with the existing neighborhood character.

Policy 3.2: Protect residential neighborhoods from excessive noise, through traffic, and incompatible land uses.

Policy 3.3: Require that new residential development is coordinated with the provision of infrastructure and public services.

Policy 3.4: Improve standards for adequate off-street parking space for vehicles (including garages for single family dwellings), with safe access to streets and highways.

Policy 3.5: Encourage the use of energy conservation devices and passive design concepts which make use of the natural climate to increase energy efficiency and reduce housing costs.

Policy 3.6: Regularly examine new residential construction methods and materials, and upgrade the City's residential building and design standards as appropriate to ensure energy efficiency.

FAIR HOUSING

In order to make adequate provisions for the housing needs of all economic and social segments of the community, the City must ensure equal and fair housing opportunities are available to all residents. The City of La Cañada Flintridge is served by the San Fernando Valley Fair Housing Council, 8134 Van Nuys Blvd., Suite 110, Panorama City, CA. 91402, (818) 373-1185.

GOAL 4.0: Promote equal opportunity for all residents to reside in the housing of their choice.

Policy 4.1: Cooperate with local fair housing agencies, including the San Fernando Valley Fair Housing Council, to enforce fair housing laws.

Policy 4.2: Inform the San Fernando Fair Valley Housing Council of any known violations of applicable Federal and State laws.

Policy 4.3: Refer individuals concerned with possible violations of applicable fair housing laws to the San Fernando Valley Fair Housing Council to ensure timely and effective response to such concerns. Publish information on these services at least annually.

SECTION V: HOUSING PROGRAMS

Housing Element Section I, entitled "Summary of Housing Needs" describes the characteristics and housing needs of the City's current and projected population, as well as the specific needs resulting from the current housing inventory, market constraints and the special housing needs for certain segments of the City's population. Section IV, "Housing Element Goals and Policies", contains the City's response to these needs. Implementation of the adopted goals and policies are accomplished through the set of Housing Programs described in this Section.

The City's overall housing program strategy is defined according to the issue areas enumerated in the Goals and Policies Section:

- New Housing Opportunities within Existing Constraints
- Maintenance and Preservation of Existing Housing
- Compatibility of New Housing with the Environment and Neighborhoods
- Equal Housing Opportunity

Housing programs include both existing programs currently in use in the City and new programs which have been added to address the City's unmet housing need. This section provides a description of each housing program, and where appropriate, previous accomplishments and future program goals. The Housing Program Summary Table located at the end of this section summarizes the future 5-year goals of each housing program, along with identifying the program funding source, responsible agency, and time frame for implementation.

HOUSING OPPORTUNITIES

The City's ability to create new housing opportunities is limited by the scarcity of developable land, the cost of land which is available, the topography of the City, the absence of sewers, and the City's desire to maintain a low density, wooded, primarily

single family character. Within these constraints, the City seeks to establish new housing opportunities which address identified housing needs.

Provision of Adequate Sites

A key element in creating new housing opportunities is the provision of adequate sites through the General Plan and Zoning Code.

1. **Land Use Element:** The General Plan Land Use Element provides for the development of a range of residential types and densities, and accommodates residential uses on 63% of the City's 5,510 acres. Single family densities range from 1 unit per 10 acres for Hillside Residential to 8.7 units per acre for Medium Density areas. Multiple family densities range from 15 units per acre for Medium High Density areas to 30 units per acre for High Density. While over 200 acres of the City are strictly limited in development potential due to their extreme slopes, a major new housing opportunity is provided in the Land Use Element by allowing the integration of residential uses along the Foothill Boulevard corridor in Development Opportunity Overlay areas at densities of up to 15 units per acre.

   Previous Accomplishments: The previous Housing Element identified Residential Planned Development (RPD) and Mixed Uses as flexible housing development options available in the City. Subsequently, the City has expanded the RPD designation from a single family residential option to include multiple family development. Mixed uses on Foothill Boulevard have been more affirmatively identified through the Foothill Boulevard Master Plan and General Plan Land Use Element. Appendix E outlines the steps the City has taken since FY 85-86 yo increase housing opportunities.

   The ability to provide additional housing units is also limited by the City's infrastructure, particularly its lack of sewers. The City has been pursuing a low cost State loan for the Foothill sewer line since February, 1992, and expects to complete this line in FY 95/96.

Programs Goals: The City is concurrently updating its Land Use Element with the Housing Element. It will update the Land Use Map to reflect the Housing Element's policies, specifically so as to allow 315 new units (excluding projected Accessory Living Quarters) over the next 20 years or 250 within the next five years.

2. **Accessory Living Quarters:** The City's greatest opportunity for the provision of affordable housing lies in the development of Accessory Living Quarters (second units). Recent adoption of standards regulating Accessory Living Quarters now permits their construction as separate units, including a kitchen. As interest and awareness grows, the City will continue to process and regulate new Accessory Living Quarters so that they become a viable and appropriate affordable housing option for the community.

   Program Accomplishments: The previous Housing Element identified second units as permitted, but with no cooking facilities allowed. The City has expanded its development standards in accordance with State law to allow kitchens. Fourteen new Accessory Living Quarters - over 90% of those considered by the City - have been approved under the recently adopted standards. Twelve of these have been approved in the most recent one-year period.

   Program Goals: It is expected that community interest in the development of Accessory Living Quarters will grow slightly and that up to fifteen units per year could be developed within the next five years.

3. **Density Bonus:** Pursuant to State density bonus law, if a developer allocates at least 20% of the units in a housing project to lower income households, 10% for very low income households, or at least 50% for "qualifying residents" (e.g. senior citizens), the City must either a) grant a density bonus of 25%, along with one additional regulatory concession to ensure that the housing development will be produced at a reduced cost, or b) provide other incentives of equivalent financial value based upon the land cost per dwelling unit. The developer shall

agree to and the City shall insure continued affordability of all lower income density bonus units for a minimum 30-year period.

Previous Accomplishments: Although the City's 13 acres of Foothill Community District have been designated and zoned for multi-family residential and transitional uses adjacent to commercial areas, the City has not received any requests for density bonus or like incentives for development of affordable housing. Land assemblage required for an economic project size, land costs and the difficulty of providing onsite sewage disposal are constraints on the development of higher density units for low income households.

Program Goals: By the end of 1994, the City will revise its Zoning Code to reflect current State density bonus law.

4. **Senior Needs Study:** A comprehensive study of long term housing needs of seniors must first identify the extent to which a housing need may exist and then determine sites available to meet that need.

Previous Accomplishments: The City has recognized a substantial increase in the proportion of seniors within its population over the last twenty years, a trend which is expected to be augmented by increased life expectancy. The Land Use Element has identified potential differences in the needs of La Cañada Flintridge seniors as compared to those of seniors within the larger population.

Program Goals: By FY 94/95, complete a comprehensive study of the long term needs of seniors with respect to housing, and the extent to which these needs may not be met by existing and proposed facilities in the area. The study will also identify opportunities to address any needs identified.

Removal of Government Constraints

Under present State Housing Element law, the City's Housing Element must address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing.

5. **Zoning Code:** The City has developed a comprehensive Zoning Code to implement the General Plan.

Program Accomplishments: Based on the Los Angeles County Zoning Code, the City's Code has evolved to address a variety of housing issues:

- Appropriate development of single family homes,
- Environmental and neighborhood compatibility of hillside residential development,
- Design and appearance of multiple family residential development
- Flexibility in zoning standards to respond to unique site conditions and project attributes

The City has determined that market and infrastructure constraints in its single family neighborhoods adversely impact the affordability of housing in these areas, irrespective of government regulations or fees. Therefore the City has identified opportunities for government regulations to provide incentives for additional housing development within single family neighborhoods (Accessory Living Quarters) and along its commercial corridor.

Program Goals: Following completion of the General Plan update, the City will embark on a revision of the Zoning Code to provide compliance with the Plan, including provisions for the following:

- Residential uses in the Foothill Boulevard Development Opportunity Overlay areas at densities of up to 15 units per acre, or an overall Floor Area Ratio of up to .675:1 for mixed use development.
- Density bonus for affordable housing, in accordance with State regulations.

The aim of this program is to revise the Zoning Code by the end of 1994 to provide consistency with the adopted

General Plan, and to ensure that City standards are not excessive and that they do not unnecessarily constrain affordable housing. The City will also monitor the use and affordability of its Accessory Living Quarters on an annual basis to determine their effectiveness in addressing the City's stated housing goals.

6. **Development Fees:** Various fees and expenses are charged by the City to cover the costs of processing permits and providing services and facilities. While fees are assessed on a pro rata share system, they often contribute to the cost of housing and constrain the development of lower priced units. Certain fees could be waived or subsidized by the City for the provision of lower cost and senior citizen housing.

   Previous Accomplishments: The City's residential fee schedule is comparable to similar jurisdictions; they cover only the costs associated with processing the case and are not considered excessive in comparison to other Cities.

   Program Goals: The goal of this program is to review City fees to ascertain if waivers or subsidies may be beneficial for the provision of affordable housing. Based on this review, the City may adopt an ordinance establishing a modified fee schedule for affordable projects by the end of 1994.

7. **Efficient Processing:** The evaluation and review process required by the City contributes to the cost of housing. In order to minimize project holding costs, the City should streamline its review procedures to the greatest extent possible without compromising adequate review.

   Previous Accomplishments: The City has administered a one-stop permit processing procedure to minimize delays in the development of housing. The City has further refined its procedures to allow consolidation of several review tracks. Subdivision, land use, design review and building plan check may be processed simultaneously to reduce costs associated with time delays.

Program Goals: The goal of this program is to ensure that project review times are streamlined to the greatest extent feasible. Affordable housing projects should be identified to receive priority review in the scheduling of planning and building plan check activities.

MAINTENANCE AND PRESERVATION OF EXISTING HOUSING

Although the City was incorporated within the past twenty years, its housing stock averages nearly thirty years old and many units were built sixty to seventy years ago. Few units are substandard, however, and the goal of housing maintenance and preservation is to protect the community's residential character by preventing physical decline that could reduce the residential quality of life.

8. **Code Enforcement:** The objective of the City's Code Enforcement Program is to prevent structures and properties from falling into substandard conditions. Potential code violations are identified based on complaints reported to the City. Exterior inspections are then performed and, if necessary, a notification of violation is issued to the property owner. The property owner is allowed a reasonable time to correct the violation before the case is forwarded to the District Attorney's office. Very few cases (one to two per year) are forwarded to the District Attorney.

   Previous Accomplishments: The City operates a fairly reactive code enforcement program, with no full-time code enforcement department. The Planning Department responds to approximately 150 complaints per year. Most complaints address the accumulation of weeds or debris in visible yard areas, abandoned vehicles, illegal construction and deteriorated structures.

   Program Goals: The City's Code Enforcement Program has been effective in preserving the quality of housing and neighborhoods in the City. On-going enforcement of the City's Property Maintenance Ordinance will continue to preserve existing units, maintain property values, and support a high quality of life for all residents.

9. **Conservation of Existing and Future Affordable Units:** Presently, the City has no assisted housing that is subject to conversion to market rate. Although no City assistance is available for affordable housing, future projects which include units affordable to lower income households shall have covenants filed with the land to ensure the long term affordability of the units. The City also has limited reporting from L.A. County Building and Safety Division on the locations of demolished residential units.

Program Goals: The goal of this program is to conserve the long-term affordability of future units in the City. This will be accomplished by filing affordable housing covenants/deed restrictions on any future assisted projects. The City will work with L.A. County Building and Safety Division to determine if demolition of units can be consistently tracked by locations, to determine the impact on lower and moderate income housing stock.

COMPATIBILITY OF NEW HOUSING WITH THE ENVIRONMENT AND NEIGHBORHOODS

The primary housing development activity in the City is the remodel or expansion of existing single family dwellings. In order to preserve the quality of residential living in the City and reduce the impact of mansionization on affordability and compatibility in single family neighborhoods, measures are needed to manage new development so that change is compatible with the environment and the character and scale of the adjacent neighborhood.

10. **Hillside Development Standards:** Much of the City's residential development is located in hillside areas of varying slope characteristics. Hillside development issues include environmental impacts, such as drainage and slope stability, as well as aesthetic consideration, such as view impacts on surrounding properties. The City's Hillside Development Standards provide a complete assessment of the consequences of hillside development on these issues.

Previous Accomplishments: The City recently revised its Hillside Development Standards to establish greater public review of single family development on lots having an average slope of 15% or more. As a result, hillside residential development is provided better environmental protection and has become more carefully designed to blend with the surrounding neighborhood character.

Program Goals: The goal of this program is to continue to review hillside residential development to protect and preserve the low-density, wooded character of the City's neighborhoods.

11. **Advancement of Residential Design and Character:** The City does not require design review on single family developments, but enforces zoning standards which seek to prevent homes that are too large from being constructed on smaller lots ('mansionization'). The design of multiple family projects is regulated to ensure that open space, design features and sensitive architecture are provided. Design review is conducted simultaneously with other City approvals. The City presently has no regulations to protect, preserve or maintain historic properties.

Previous Accomplishments: Residential development standards for single family zone categories have been adopted in recent years to address the mansionization trend for single family dwellings. Multiple family development standards have also been revised to provide greater flexibility in the design of these projects. Previously, the City identified several residential structures having historic significance and indicated that new programs may be appropriate to preserve the City's historic elements.

Program Goals: The City will continue to review overall size, design and quality issues as they relate to residential development. By the end of 1993, the City will conduct a review of the single family residential zoning code to refine and modify development standards, particularly with respect to mansionization, as noted in Section IV of this Element. The City will conduct a review of design and historic preservation issues and determine the appropriate regulatory response by the end of 1994.

EQUAL HOUSING OPPORTUNITY

In order to make adequate provision for the housing needs of all economic segments of the community, the housing program must include actions that promote housing opportunities for all persons regardless of race, religion, sex, family size, marital status, ancestry, national origin, color, age or physical disability.

12. **Equal Housing Opportunity:** The City does not support any residential development activities which may act to deny housing opportunities to any individual or family. Although the City has not received any indication or complaint regarding housing discrimination, such a charge would result in investigation and forwarding any evidence to the proper authority, the San Fernando Valley Fair Housing Council.

    Program Goals: The goal of this program is for the City to act aggressively in response to any evidence of housing discrimination. Further, the City will publish information at least annually in the City Newsletter, delivered to all postal patrons within the City, regarding how individuals and organizations can address conerns to the San Fernando Valley Fair Housing Council.

ANNUAL REVIEW OF HOUSING POLICIES AND GENERAL PLAN

13. **Annual Review of Implementation:** As required in Government Code Section 65583(c), the City will annually assess the implementation of its Housing Element, simultaneous with its assessment of other elements to insure consistency between element.

    Program Accomplishments: The City has developed reporting mechanisms with which to assess its progress at implementation, including tracking of building and demolition permit activities, annual certification of occupancy and survey of Accessory Living Quarters, published rentals survey, and reports on assisted housing in the community.

    Program Goals: The City will work with the L.A. County Building and Safety Division to enhance reporting on the locations of new and demolished units to improve tracking of housing activity by affordability. An evaluation format will be developed for each stated goal, policy and program in this element and in each General Plan element to be presented to the Planning Commission and City Council annually, and to be forwarded to the California Department of Housing and Community Development, in compliance with state requirements.

TABLE H-6
HOUSING PROGRAM SUMMARY

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# of UNITS)	FUNDING SOURCE	RESPONSIBLE AGENGY	TIME FRAME
1. Land Use Element	Protect low density character of single family neighborhoods. Provide development opportunities for a variety of housing types	Revise and maintain Land Use Element and Map to reflect new housing types and allow 325 units	General Fund	Planning Department; Planning Commission; City Council	By end of 1993
2. Accessory Living Quarters	Allow development of appropriate second units in single family neighborhoods	It is expected that interest in accessory living quarters will yield approximately 15 units per year	Development Fees	Planning Department; Planning Commission	On-going
3. Density Bonus	Make provision for development incentives (increased density) for affordable housing	Amend the Zoning Code in accordance with State density bonus law	General Fund	Planning Department; Planning Commission; City Council	By end of 1994
4. Senior Housing Study	Identify long-term housing needs for seniors	Provide background for future Gen.Plan amendments	General Fund	Planning Department; Planning Commission; City Council	By end of 1995
5. Zoning Code	Establish standards for new housing types which minimize constraints to affordable housing	Revise Zoning Code for mixed housing and density bonus	General Fund	Planning Department; Planning Commission; City Council	By end of 1994

TABLE H-6
HOUSING PROGRAM SUMMARY (Continued)

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# of UNITS)	FUNDING SOURCE	RESPONSIBLE AGENGY	TIME FRAME
6. Development Fees	Maintain development fees at levels which reflect actual cost of review	Continue to review and revise the fee schedules to avoid excessive costs.	General Fund	Planning Department; Planning Commission; City Council	On-going
7. Efficient Processing	Provide cost- and time-efficient processing of development applications	Continue review of City procedures to insure minimum time delays	General Fund	Planning Department	On-going
8. Code Enforcement	Maintain high quality of residential neighborhoods through code enforcement	Continue complaint-based code enforcement procedures	General Fund	Planning Department	On-going
9. Conservation of Affordable Units	Conserve the long-term affordability of regulated housing units	(Presently, no regulated affordable units in City) Provide covenants for future units	General Fund	Planning Department; Planning Communission; City Council	On-going
10. Hillside Developm ent Standards	Continue to review new hillside residential development to protect the City's character	Enforce existing hillside development standards on all affected lots	Development Fees	Planning Department: Planning Commission; City Council	On-going

TABLE H-6
HOUSING PROGRAM SUMMARY (Continued)

HOUSING PROGRAM	PROGRAM OBJECTIVE	5-YEAR GOAL (# of UNITS)	FUNDING SOURCE	RESPONSIBLE AGENGY	TIME FRAME
11. Residential Design	Modify residential design standards to protect neighborhoods and historic properties	Revise single family residential development standards and historic preservation program by 1994	General Fund	Planning Department; Planning Commission; City Council	On-going
12. Equal Housing	Eliminate housing discrimination	Report evidence of discrimination	General Fund	Planning Department	On-going
13. Annual Review	Assess Housing Element Implementation & Gen. Plan Consistency	Review annually and report to City Council and State	General Fund	Planning Department	Annual, in January, beginning 1995

TABLE H-6
HOUSING PROGRAM SUMMARY (Continued)

SUMMARY OF FIVE YEAR GOALS

HOUSING PROGRAM	Total	INCOME CATEGORY Very Low	Low	Moderate	Upper
Land Use Element-					
Mixed Use Residences	128			60	68
Single Family Residences	104				104
Medium High Density	18				18
Accessory Living Quarters	75	40	35		
TOTAL	**325**	**40**	**35**	**60**	**190**
REGIONAL HOUSING NEEDS ASSESSMENT	266	22	29	34	181

Circulation Element

City of La Cañada Flintridge

Adopted May 15, 1995



CITY OF LA CAÑADA FLINTRIDGE

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CIRCULATION ELEMENT

TABLE OF CONTENTS

		Page
I.	Introduction	1
	Purpose	1
	Related Plans and Programs	1
	Scope and Content	4
	Relationship to Other Elements	4
II.	Existing Circulation System and Issues	6
	Regional Access	6
	Arterial Street System	7
	Right-Of-Way Dedications	14
	Speed Control	16
	Curbs, Gutters and Sidewalks	16
	Foothill Boulevard Master Plan	17
	Verdugo Boulevard - Descanso Gateway District	22
	Bus System	22
	Bikeway System	23
	Trails System	23
	Truck Circulation	26
	Public Facilities and Utilities	26
III.	Circulation Goals and Policies	
	Balanced, Functional and Efficient Street System	32
	Alternative Modes of Transportation	34
	Public Facilities and Utilities	34
	Safe Public Streets, Facilities and Services	35
	Foothill Boulevard	37
	Verdugo Boulevard - Descanso Gateway District	40
	Bikeway System, Safety and Support Programs	41
	Trails System	42
IV.	The Circulation Plan	44
	Master Plan of Streets	44
	Public Transportation Plan	46
	Truck Access	47
	Bikeway Plan	47

LIST OF FIGURES

Figure		Page
C-1	Existing Street Width and Right-Of-Way Width	8
C-2	Existing Daily Traffic Volumes and Capacities	9
C-3	Standard Street Sections	11
C-4	Future Daily Traffic Volumes	15
C-5	Bikeway Plan	24
C-6	Trails System	25
C-7	General Plan Roadway System	46
C-8	North Road Alignment Alternatives	54

LIST OF TABLES

Table		Page
	Appendix A (Under Separate Cover)	48
C-1	Trip Rates	49
C-2	Trip Generation - Development Opportunity Areas	50
LU-4	Land Use Map: Development Opportunity Overlay Areas	54
C-3	Level of Service Descriptions	56

I. INTRODUCTION

The La Cañada Flintridge circulation and transportation systems play important roles in shaping the overall structure and form of the City. Circulation relates to the actual physical support system for development such as streets, highways, bicycle routes, recreational trails and sidewalks, as well as the modes of transportation which include cars, buses, trucks, bicycles, horses, ridesharing, and walking. These systems define land use patterns and determine how goods and people move through and within La Cañada Flintridge most efficiently to serve those uses. Land use and circulation must be closely tied to insure that the overall circulation system enables people to move in and around the City to locations where they live, work, shop, and spend leisure hours.

PURPOSE

The Circulation Element of the General Plan identifies the existing circulation system related issues, sets goals and policies, and provides a comprehensive circulation plan which includes various modes of transportation. The circulation system plan is formulated to meet present and future travel demand needs. This Element is a general guide for the planning, development, and enhancement of the City of La Cañada Flintridge circulation system, based upon the existing and anticipated land uses and La Cañada Flintridge's unique characteristics.

RELATED PLANS AND PROGRAMS

Transportation issues extend far beyond the La Cañada Flintridge city limits. As a result, regional agencies have developed programs to manage greater Los Angeles' transportation system. The City must consider those transportation system planning efforts as it pursues its own agenda. Additionally, the City's Foothill Boulevard Master Plan must be considered.

Foothill Boulevard Master Plan

On November 18, 1991, the City Council accepted the Foothill Boulevard Master Plan and directed Staff and Commissions to use the Master Plan as a guideline in decision-making. This Master Plan presents a "vision" for Foothill Boulevard, which upon implementation will serve to meet the land use goals of the City, the Circulation Element policies, and comply with mandated regulations such as the Congestion Management Program (CMP).

The Master Plan's transportation focus is to better accommodate all forms of travel. Pedestrian activity is envisioned as an important part of the Master Plan and specific measures (i.e. reduced speeds, narrower crossing lengths, signalized crossings) will serve to reduce impediments to walking as a viable transportation alternative. Potential transit improvements will further enhance pedestrian needs, and bicycles are to be accommodated as well.

Proposition 111 - Congestion Management Program (CMP)

Assembly Bill (AB) 471 (Proposition 111), as subsequently modified by AB 1791, requires every urbanized county with a population of 50,000 or more to adopt a Congestion Management Program (CMP). Gasoline tax revenues for La Cañada Flintridge are subject to compliance with the Los Angeles County CMP requirements.

The Los Angeles County CMP Highway System (HS) is defined by State Highways and Principal Arterials, and a minimum Level Of Service (LOS) "E" is required unless the roadway was operating at a worse level when the baseline counts were conducted.

The CMPHS will be monitored through CMP-required counts and analyses. In addition, La Cañada Flintridge is required to participate in a Countywide deficiency plan, whereby the CMPHS as a whole is improved, air quality benefits are provided, and land use is linked to transportation.

An important aspect of the CMP regulations is that new developments must address any significant traffic impacts to the CMPHS. If an Environmental Impact Report (EIR) is required for a project, then a CMP Traffic Impact Analysis (TIA) is also

required. This serves to ensure that the LOS standards on the CMPHS are maintained. In addition, there are requirements such as a Capital Improvement Program (CIP) submittal, a trip reduction program (TDM), and the need for interjurisdictional coordination.

South Coast Air Quality Management Plan

The South Coast Air Quality Management Plan (AQMP) mandates a variety of measures to reduce traffic congestion and improve air quality. The 1994 Draft AQMP contains over 100 control measures, including new measures for both mobile and stationery sources, and will emphasize new technology and market-driven approaches to fight emissions. The 1994 Plan will seek to achieve a 35 percent reduction of each nonattainment pollutant or its precursors by 1997, and a 15 percent additional reduction for every three year period afterwards until the stringent state standards are attained. La Cañada Flintridge is subject to all AQMP requirements for local jurisdictions, and is demonstrating progress through the inclusion of an Air Quality Element in its General Plan.

Other Regional Plans

In the latter half of the 1980's, growing regional concern and legislation regarding traffic, air pollution, rising housing costs, and other issues affecting the Southern California community as a whole led the Southern California Association of Governments (SCAG) to prepare a series of comprehensive regional plans which address these concerns. Three plans which affect La Cañada Flintridge's Circulation Element include SCAG's *Regional Comprehensive Plan; Growth Management Plan;* and *Regional Mobility Plan*. These three plans are intended to work in concert with the SCAQMD's Air Quality Management Plan and the MTA's *Congestion Management Plan* to reduce traffic congestion and pollutant levels basinwide.

La Cañada Flintridge has included in this General Plan Circulation Element relevant policies and programs which reflect and respond to these regional goals. In particular, Circulation Element analysis incorporates the growth projections of the *Regional Comprehensive Plan* and the *Growth Management Plan*, while the circulation policies reflect

the ongoing implementation of both the *Regional Mobility Plan* and the *Congestion Management Plan*, including the role of Foothill Boulevard as the primary arterial.

SCOPE AND CONTENT

The Circulation Element begins with an evaluation of the existing circulation system within the City of La Cañada Flintridge, which includes various modes of transportation. The existing operations of the City street system are examined, and bus, bicycle, pedestrian, and recreational trail systems are addressed. The public facilities infrastructure network is evaluated, including water, electricity, natural gas, flood control, solid waste, and sewer. Circulation issues and opportunities in La Cañada Flintridge are also evaluated.

The City's adopted Land Use Element is analyzed to determine the potential transportation impacts associated with buildout under the General Plan. Based on factors which include the circulation evaluation, existing constraints, and identification of City needs, transportation related goals and policies are defined. In addition, plans for each of the transportation modes are outlined as a part of this Circulation Element.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Circulation Element is related to several other elements of the General Plan and is perhaps most closely related to the Land Use Element. Circulation facilities are designed to address the pattern of land use projected in the Land Use Element. The type and design of the circulation system are determined by the type and density of surrounding land uses, as well as inter-city access patterns and loads. An efficient circulation system is a critical factor for diversifying and expanding local economic activities. In addition, the Circulation Element promotes alternative transportation modes to minimize the regional impacts of planned local development, including air quality impacts.

The Circulation Element is also related to the Noise, Air Quality, Environmental Resource Management, and Safety Elements. The circulation system network has a direct impact on natural resources, particularly air quality. The Circulation Element provides for a trail and bikeway system that will support the City's recreational goals as identified in the Environmental Resources Management Element. In addition, factors of safety affect the location and design of circulation facilities and dictate the need for evacuation and emergency routes.

II. EXISTING CIRCULATION SYSTEM AND ISSUES

The following section evaluates the circulation system in La Cañada Flintridge and identifies circulation issues and opportunities of concern as they relate to this transportation system. This section also projects future traffic volumes under General Plan buildout and evaluates the capacity of the General Plan circulation system to accommodate this traffic.

REGIONAL ACCESS

The Foothill Freeway (I-210) and the Glendale Freeway (S.R. 2) provide direct regional access to the City of La Cañada Flintridge. The I-210 has an east-west orientation, while the S.R. 2 has a north-south alignment. Interchanges providing access to and from these freeways are provided within the City limits at various locations.

Regional access via arterial streets is also available; however, given the location and topography of the City, these arterials terminate in La Cañada Flintridge. There is an interest on the part of the City to recognize these arterials as ends of the system, rather than through arterials. The streets will be designed to accommodate the projected traffic volumes, while also encouraging alternate forms of transportation and better conformance with the character of the adjacent land uses.

Some of the local roadways which provide connections to regional routes are Angeles Crest Highway (S.R. 2), Foothill Boulevard, Highland Drive, Ocean View Boulevard, and Chevy Chase Drive. Given that all of these routes terminate in La Cañada Flintridge, the local streets may provide access to the regional system, but are not necessarily designed as regional routes within the City boundaries.

Angeles Crest Highway (S.R. 2) has its southern terminus in La Cañada Flintridge and the one CMP arterial monitoring station in the City is the I-210 Westbound Off-Ramp at Angeles Crest Highway. Foothill Boulevard has its east terminus in the City, but westerly regional access is available and it is included in SCAG's Regional Mobility Plan. Highland Drive connects to Linda Vista Avenue (S.R. 159), which provides southerly access. The north ends of both Ocean View Boulevard and Chevy Chase Drive terminate in the City, but provide access to and from the south.

Existing Arterial System

A traditional grid system of arterials is not provided in La Cañada Flintridge, in part due to the topography of the City. In addition, due to predominance of low density residential land use within the City, there are more local residential streets compared to arterials than is typical for cities of similar size. The hilly terrain has also constricted the original street widths in some of the residential areas.

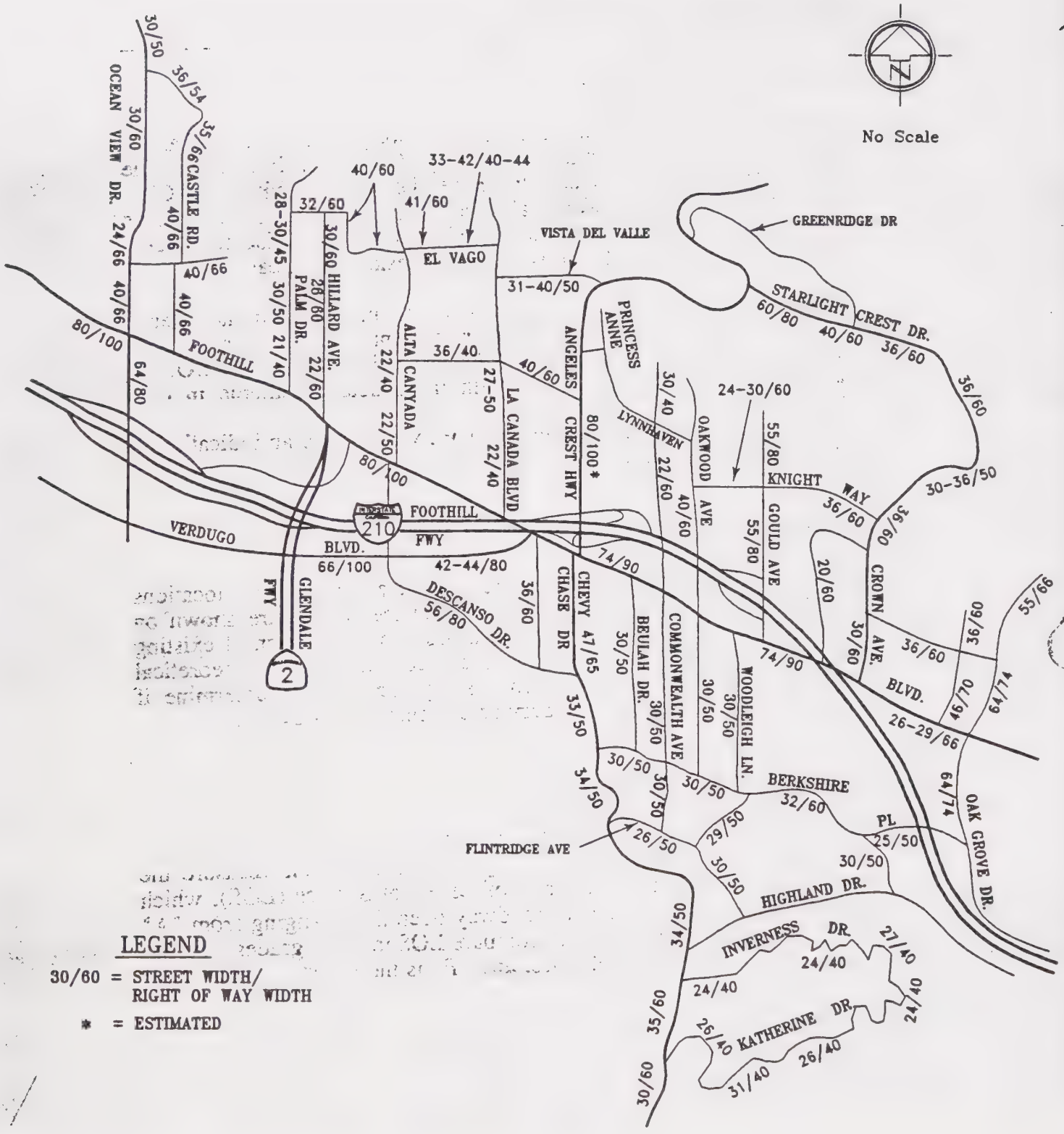
Existing conditions are documented for the more traditional arterial streets, as well as roadways which are currently serving as residential collector roads. Existing widths of streets and right-of-way (R.O.W.) are illustrated on Figure C-1, with more detail available in City records. The street widths provide an estimate of existing roadway operations/capacities, while the R.O.W. widths give an indication of intended roadway uses.

Existing Traffic Volumes

Daily traffic volume counts were conducted at various locations throughout the City in January 1994 and the results are shown on Figure C-2. These counts provide a basis for evaluation of existing roadway operations. These counts are compared to the theoretical roadway capacities at the various study locations to determine if adequate roadway Levels of Service are currently provided.

Existing Levels of Service

Traffic Levels of Service (LOS) are qualitative descriptions of traffic operations. Some of the related plans and programs measure the street system operations in terms of Levels of Service (LOS), which are qualitative descriptions of roadway operations ranging from "A" to "F". A simple analogy is to compare LOS to letter grades received in school, where "A" is the best and "F" is the worst.



EXISTING STREET WIDTH AND RIGHT OF WAY WIDTH

WPA TRAFFIC ENGINEERING, INC.

FIGURE C-1



LEGEND

3.7 = EXISTING DAILY TRAFFIC VOLUME / DAILY CAPACITY *
(IN 1,000's)

* = DAILY CAPACITIES ARE ONLY SHOWN FOR THOSE ROADWAY CURRENTLY DESIGNATED AS "THROUGHFARES". THE DAILY CAPACITY FOR THE REMAINING STREETS IS ESTIMATED AT 5,100 VEHICLES PER DAY BASED ON LIGHT TO MODERATE TRAFFIC. (SOURCE: "RESIDENTIAL STREET DESIGN AND TRAFFIC CONTROL" ; ITE, 1989)

EXISTING DAILY TRAFFIC VOLUMES AND CAPACITIES

Intersections and street segments can be evaluated using various methodologies which result in number values that are similar to school test scores. Ranges of these number values/test scores can then be related to the various LOS letters/grades. A more detailed description of LOS standards is provided in Appendix A.

The Los Angeles County Congestion Management Plan (CMP) designates LOS E as the minimum acceptable operation (unless it was at LOS F during the baseline counts). Many jurisdictions utilize LOS D as the minimum acceptable level of operation. For purposes of analyzing La Cañada Flintridge's circulation system, LOS D capacities are used as the minimum standard for all streets, except the few primary roadways which serve a higher function. These primary roads are comprised of Foothill Boulevard, Angeles Crest Highway, and Verdugo Boulevard (west City limits to Descanso Drive), and are assigned a LOS E capacity.

Figure C-2 shows a comparison of existing traffic volumes to roadway capacity and offers an overview of the operations of the existing arterial system, given the existing traffic volumes. It should be noted again that while daily traffic analyses are only general indicators of roadway operations, they are sufficient indicators for General Plan analyses.

Figure C-2 shows that the existing daily volume counts for the various street segments are well within daily capacity limits for all of the City of La Cañada Flintridge street segments.

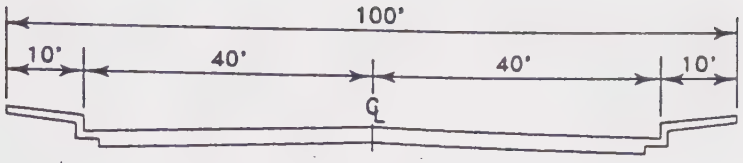
Roadway Classifications

Since the City of La Cañada Flintridge is predominantly a hillside residential community with limited through arterial access, the street system is comprised of primarily residential and residential collector roadways, with a few arterials and direct freeway access providing circulation to the regional system. The roadway classifications must, therefore, meet the unique character of the City and the resulting transportation needs.

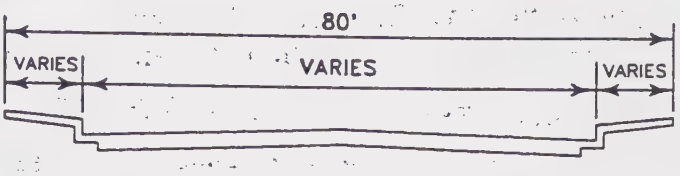
The four roadway classifications which are used to designate the transportation needs in the City of La Cañada Flintridge are Primary, Major, Residential Collector, and Local Residential.

Brief descriptions of these classifications are provided below and the street sections are illustrated on Figure C-3.

PRIMARY

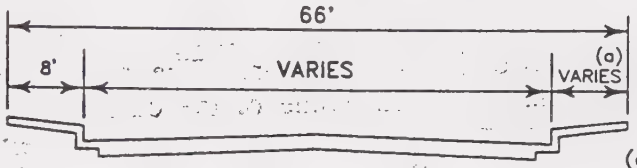


MAJOR



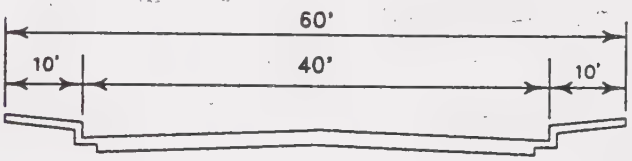
SPECIAL MAJOR

FOOTHILL BLVD.
(EAST OF CROWN)

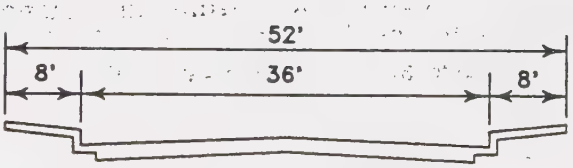


(a) SIDEWALK AND BIKE PATH THROUGH THE "HILL" SECTION

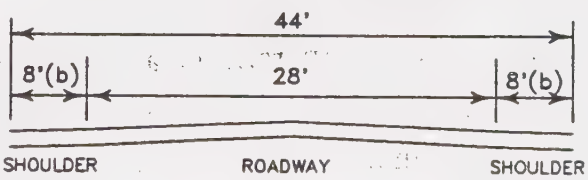
RESIDENTIAL COLLECTOR



LOCAL RESIDENTIAL



IDEAL



MINIMUM

(b) SHOULDER SHOULD BE IMPROVED IF PARKING, BICYCLE USE OR PEDESTRIANS ARE TO BE ACCOMODATED

STANDARD STREET SECTIONS

Primary Roadway: This classification calls for an 80 foot curb-to-curb width within a 100 foot right-of-way. A four lane, divided roadway can be provided within this street section, based on the typical section shown in Figure C-3. However, the actual design is expected to vary depending on the specific roadway needs. In some cases, the curb-to-curb width may change to best accommodate the overall transportation system, but the right-of-way needs are expected to remain constant.

Major Roadway: The Major Roadway designation indicates an 80 foot right-of-way width, but again allows the street width to accommodate the distinctive transportation needs of the specific area. There is one Special Major section on Foothill Boulevard, east of Crown Avenue. This section needs to provide a higher function than a Residential Collector, but has existing right-of-way and roadway constraints.

Residential Collector: These roadways are residential in nature due to the surrounding development, but must also carry traffic like a collector. The right-of-way requirements are consistent with some of the current available widths and the designated roadway widths allow either parking or the provision of left turn lanes, if parking is prohibited.

Local Residential: An "Ideal" and "Minimum" cross-section are shown in Figure C-3, giving the preferred design compared to existing conditions in some locations. The ideal local residential right-of-way is 52 feet wide, while the minimum is shown as 44 feet wide. It is realized that many existing areas do not meet the "Ideal"; however, it is beneficial to have a desired street section for new development or redevelopment. It can be beneficial to obtain the "Ideal" right-of-way for short sections, even if the overall street improvements are not provided until a future date. The "Minimum" provides an interim section, which can allow a phased upgrade for areas which fall below the "Minimum" standard and for which upgrades to the "Ideal" are not feasible in the foreseeable future. (See also "Right-of-Way Dedications", this Section.)

Future Traffic Volumes

The Circulation Plan incorporates data from a number of sources, including the Land Use Element, to design a balanced, functional, and efficient transportation system. The following section describes the assumptions utilized in the traffic study to determine the City's future transportation needs.

The Land Use Element describes 14 Development Opportunity Overlay areas, where essentially all of the significant land use growth is planned to occur. The existing and proposed land uses were compared, and trip generation estimates were developed, for the differences between the existing land use and General Plan land use. This allowed evaluation of the traffic impacts/reductions on an area-by-area basis. In Appendix A, Table 1 contains the list of the trip generation rates utilized in the analyses, and Table 2 presents the existing and future land use assumptions, as well as the net trip generations for each Development Opportunity Overlay area.

Reductions for "passby" traffic were applied to the retail land use trip generations. "Passby" traffic is a documented occurrence and simply accounts for vehicles that are already on the road system and stop at a retail use on the way to another location (e.g., on the way home from work, a patron stops at the grocery store).

The potential traffic impacts on the surrounding street system were estimated based on the net trip generations (presented in Appendix A - Table 2) and the projected trip distribution patterns. Given that the traffic assignment methodology was performed manually, there is some overlap or "double counting" of trips occurring between uses, which is not accounted for. This results in an overstatement of some project-related trips, which serves to provide a conservative estimate of traffic growth.

In addition to the City's Land Use Element buildout calculation, growth rates contained in the 1993 CMP publication were reviewed. The growth rates for the "San Gabriel Valley" did not appear appropriate, given the already built out character of La Cañada Flintridge. Growth rates for a more developed area are more representative, since the major growth areas in the City are already accounted for. Therefore, the "central" growth rate of 1.108 (approximately ½ % per year) was applied to the La Cañada Flintridge street system to obtain Year 2010 base traffic volumes, based on the CMP Manual's standards for analysis of more developed areas.

Figure C-4 shows the future daily traffic volumes on the arterial street system based on buildout of the Development Opportunity Overlay areas and the application of the growth rate. These volumes serve as a basis for the technical calculations.

Future Levels of Service

Figure C-4 also shows the estimated roadway capacities for the General Plan arterial system. The purpose is to determine if the planned road system can accommodate the anticipated traffic volumes under General Plan buildout. Upon review of Figure C-4, it can be seen that the projected traffic volumes do not exceed the planned roadway capacities.

Congestion Management Plan and Air Quality Management Plan

Funding resulting from Proposition 111 is dependent upon compliance with CMP requirements. Both programs are directly linked to transportation issues and have, as primary goals, to ensure that new developments mitigate their traffic impacts to the surrounding street system.

The CMP includes issues such as Level of Service (LOS) standards, monitoring of conditions, coordination with other jurisdictions, Transportation Demand Management (TDM) ordinances/application, and mitigation of impacts. The AQMP will supplement this program, although its focus is on air quality improvements.

Overall, these programs provide recognition that land use, transportation, and air quality issues are all interrelated. The requirements under each of these programs serve to ensure a safe, efficient transportation system, which is a primary goal of the Circulation Element of a General Plan.

RIGHT-OF-WAY DEDICATIONS

The General Plan roadway system outlined above and detailed in "The Circulation Plan" section sets forth the standards for future roadway dedications. It must be realized, however, that in some areas (particularly at intersections), conditions dictate the need for additional right-of-way. Unless there is an immediate need for additional right-of-way, the most prudent method to improve the right-of-way to meet the adopted standards is to obtain dedications through redevelopment, to the extent that such dedications are constitutionally permitted.



LEGEND

4.3 = FUTURE DAILY TRAFFIC VOLUME / DAILY CAPACITY * (IN 1,000's)

NOTE: DAILY CAPACITIES ARE ONLY SHOWN FOR THOSE ROADWAY CURRENTLY DESIGNATED AS "THROUGHFARES". THE DAILY CAPACITY FOR THE REMAINING STREETS IS ESTIMATED AT 5,100 VEHICLES PER DAY BASED ON LIGHT TO MODERATE TRAFFIC. (SOURCE: "RESIDENTIAL STREET DESIGN AND TRAFFIC CONTROL" ; ITE, 1989)

FUTURE DAILY TRAFFIC VOLUMES AND CAPACITIES

In some cases the City may determine that lesser right-of-way requirements are appropriate and consistent with the character of the neighborhood and street. However, the potential impacts on safety should be considered prior to allowing any such reduction. For example, the benefit of adding small sections of right-of-way may not initially appear beneficial, but may create opportunities for safer parking.

SPEED CONTROL

With its residential character and pedestrian-oriented vision for Foothill Boulevard, the City of La Cañada Flintridge has a high interest in maintaining prudent and proper speeds of vehicles traveling on the roadway system. A speed zone study was conducted in February, 1994 which plays an important role in the enforcement of the adopted speed limits.

The City is aware of differing measures implemented by various jurisdictions to control speeds on all classifications of roadways. There is a desire within La Cañada Flintridge to maintain sound engineering principles with the implementation of any speed control measures, which will be considered on a case-by-case basis so that ambient speeds are consistent with the character of the neighborhood. This approach is expected to meet the City's goals, as well as maintain compliance with other related programs, such as the CMP and the AQMP. There is also a strong interest in keeping apprised of new technologies which may become available to assist in this area.

CURBS, GUTTERS AND SIDEWALKS

Most of the City was developed before subdivision regulations required curbs and gutters. Nonetheless, the installation of curbs and gutters are beneficial to many of the City's drainage control objectives, and the City continues to pursue the installation of such facilities where appropriate to meet the long term needs of the City. The City's objectives related to these public improvements are detailed in the "Circulation Goals and Policies" section.

The City's historical approach to the installation of sidewalks in La Cañada Flintridge has been similar to that experienced for curbs and gutters, where many areas were developed before sidewalks were considered a common subdivision amenity. This situation has been augmented with respect to sidewalks by the low density, wooded

character of the community and a concern that such improvements could alter the appearance of many neighborhoods.

Nonetheless, the City has identified for some time the need for safe access to public schools which requires sidewalk facilities, and this Element reaffirms the City's policy to provide such safe access where feasible. The City continues to pursue funding options for such improvements as it works with the state's Safe Routes to Schools guidelines to prioritize future routes.

Other pedestrian access issues which relate to commercial areas and significant circulation corridors have become important to the community, and are addressed further in the "Foothill Boulevard Master Plan" and "Verdugo Boulevard" discussions below, as well as several of the goals and policies outlined in the following section.

FOOTHILL BOULEVARD MASTER PLAN

The Foothill Boulevard Master Plan, completed in October, 1991, contains ideas, concepts, and recommendations to guide the future development of the Boulevard. The Plan was prepared over a period of twelve months, beginning with the appointment of the Foothill Boulevard Advisory Committee. Plan development included 57 committee and sub-committee meetings, three public workshops, and two citywide survey questionnaires. The information presented below reflects many of the concepts presented in the Foothill Boulevard Master Plan.

Foothill Boulevard, which is the single, uninterrupted east-west transportation corridor in the City, serves as La Cañada Flintridge's main commercial thoroughfare. In the early years, Foothill Boulevard was a rural road without a central focus or identity. The street eventually became a county highway, then joined the state highway system as a regional artery. Approximately twenty years ago the Foothill Freeway (I-210) replaced the Boulevard as the regional traffic link, supplanting the need for high-speed through-traffic, particularly in the Downtown District, where access to the freeway is provided at close, convenient intervals. This introduction of the freeway alternative left Foothill Boulevard to the community as a wide highway strip.

Commercial development on Foothill is primarily a 'strip' configuration. Strip centers are auto-dependent urban forms of urban development. As part of the effort to upgrade the Boulevard to be more compatible with surrounding residential areas, the Master Plan

calls for additional landscaping and public improvements to support development of more pedestrian-oriented uses and facilities.

Fundamental to redefining Foothill Boulevard is the design of the public right-of-way. The opportunity is here for a Boulevard which is consistent with the quality of the residential neighborhoods and which is more inviting and intimate, with expanded areas for pedestrians, landscaping, leisure uses, and convenient parking. This Element provides an opportunity to formally adopt several long-term policies to support the City's adopted land use policies and the Master Plan's proposed improvements to the public right-of-way.

The key objectives identified in the Master Plan to establish the framework for such an environment are:

- Slower traffic speeds to improve commercial visibility and safety for pedestrians crossing the Boulevard;
- Creation of a grid pattern of development in key areas behind Foothill Boulevard to increase the accessibility of merchants and services to pedestrians;
- Enhanced parking opportunities to support pedestrian access;
- Identification of significant points of entry; and
- Establishment of five distinct districts along the Boulevard.

Slower Traffic: A major component of the Foothill Boulevard Master Plan is the ***slowing of speeds*** along the Boulevard to achieve several key objectives: increased compatibility with surrounding residential areas; safer access to the Boulevard for traffic entering from the angled and sloped cross-streets; greater visibility of businesses to traffic passing along Foothill Boulevard; and reduced fears/increased comfort of pedestrians using Foothill Boulevard.

Reduced traffic speeds create an environment which is conducive to pedestrian uses. People would find choices such as walking, bicycling and riding shuttle buses newly inviting. Furthermore, local businesses are more visible to motorists travelling at slower speeds, thereby enhancing their viability and attractiveness. The Master Plan states: "There is a clear need for such an inviting Boulevard, in order to improve the viability of its businesses and the central image of the community."

"Throating Down", narrower lane widths, elements which make Foothill Boulevard feel less "open", on-street parking activity, bus/transit turnouts, turning vehicle conflicts, etc. are expected to serve to reduce speeds along Foothill Boulevard. It must be recognized that Foothill Boulevard is an arterial street with an inherent

traffic demand and a key role in the emergency vehicle access system of the City. Improvement designs must therefore include consideration of the inherent traffic demand to avoid creation of traffic "problems". Some additional perceived or real congestion along Foothill Boulevard will likely result from these efforts to control speeds along the Boulevard. All current plans show Foothill Boulevard continuing with two traffic lanes in each direction, consistent with its classification as a primary arterial.

Grid Development Pattern: A traditional street "grid" provides a more attractive setting than the corridor strip for a pedestrian-friendly, community-oriented commercial area. A grid configuration creates more sidewalk and street frontages for small-scale retail developments, can create more on-street parking, and greater opportunities for off-street parking lots behind stores. Based on the City's built-out character and adopted land use policies, opportunities for grid development or increased depth for commercial development in the City are limited to the north side of the Downtown District known as The Island, and a small section on the south side of Old Town District between Indiana and Union Streets.

Enhanced Parking Opportunities: The Master Plan focuses concern regarding parking on the two most underparked districts of Foothill Boulevard: Old Town and Downtown. Enhanced parking opportunities must be integrated with existing and desired land uses in order to create a reinforcement of overall policies. Too much parking may encourage one to move their car rather than walk. Likewise, too little parking can create a barrier to shoppers, thereby sending them to neighboring communities' shopping malls.

Points of Entry: Fundamental to a city's identity is a sense of "having arrived". A combination of right-of-way improvements such as landscaping, decorative lighting and signage can substantially enhance such identity, adding a sense of quality to the area based on the perception of the community's pride.

Establishment of Five Distinct Districts: The General Plan Land Use Element established five distinct districts in terms of the present and proposed land use characteristics of each district, based on the Master Plan's districts. The Master Plan also identifies unique public improvements to underscore these district identities and enhance the land use objectives.

The Master Plan provides some specific examples of how the "vision" for the Boulevard is intended to be carried out. These concepts are not developed design drawings or engineering studies; designs and

plans will need to be developed and approved prior to implementation of specific improvements. The "goals" of the future designs, however, have been fairly specific and were accepted by City Council. Therefore, transportation improvements along Foothill Boulevard will need to be consistent with the Master Plan, as incorporated into the goals and policies of this General Plan.

The five distinct "Districts" of Foothill Boulevard have the following fundamental circulation-related characteristics:

1. **West Gateway** - *Briggs Avenue to Leata Lane* - This area includes two gateways: Briggs Plaza at Foothill (western entry from La Crescenta), and Ocean View at Foothill (southwestern entry from Montrose). There are five Development Opportunity Overlays identified for this district, showing the City's interest in private development to complement the proposed public enhancements. Two major drainage channels adversely impact the visual appearance of the public right-of-way in this district.

2. **The Link** - *Leata Lane to Alta Canyada Road* - This district includes 19-foot high and 15-foot high retaining walls along its south side, and wide roadway which encourages excessive speeds. The 2 Freeway on/off ramp creates another substantial point of entry to the City from Glendale/Los Angeles.

3. **Old Town** - *Alta Canyada Road to La Cañada Boulevard* - Land uses are street-oriented with little off-street parking. The "island" south of Foothill at Indiana/Curran/Union is a key Development Opportunity Overlay which could be used to enhance the "Old Town" theme. This small island offers the opportunity for more commercial depth than is available along the majority of Foothill Boulevard.

4. **Downtown** - *La Cañada Boulevard to Crown Avenue* - This District has two key components which contribute to its definition: "The Island" and the Boulevard itself.

The Island is bounded on the west by Angeles Crest Highway and the east by Gould Avenue, the north by the 210 Freeway and the south by Foothill Boulevard. When the I-210 was constructed the primary east-west connections north of Foothill Boulevard were cut off, thus limiting access and eliminating the previous street grids for this area.

The portion of the Downtown District which fronts on Foothill

Boulevard is more street-oriented in the western half, with small lots and small building setbacks, similar to Old Town. This configuration lends itself to more pedestrian-oriented and alternative transportation-oriented uses. The eastern half of the District includes a substantial number of auto-oriented uses.

The medians, the reduced right-of-way width, and the closely spaced intersection signals have played an integral role in maintaining a lower ambient speed in the Downtown District than is experienced further west on Foothill Boulevard.

5. <u>Michigan Hill</u> - *Crown Avenue to Oak Grove Drive* - Residential and Public/Semi-Public uses (schools, churches and recreational facilities) predominate. The public right-of-way in this area narrows substantially at the top of the hill, and the more rustic appearance of the public right-of-way enhances the semi-rural character of the adjacent residential neighborhoods.

Angeles Crest Highway/Chevy Chase Drive and the North Road

The proposed North Road is a possible part of the Foothill Boulevard Master Plan. It creates the link to form a grid system of roadways and development in the Downtown's Island area. Three conceptual alignments for the North Road have been developed and are included in Appendix A. These alternatives are intended to provide flexibility as actual implementation of the North Road is initiated. It is recommended that a Specific Plan be developed for the Island to involve citizens in the ultimate location and implementation of this roadway and the related changes in land uses which are anticipated.

A key entry point to the City is Angeles Crest Highway, which includes the I-210 freeway ramps. Traffic operations at these intersections are closely interrelated with the proposed development of the North Road and the potential upgrade of the Foothill Boulevard/Angeles Crest Highway/Chevy Chase Drive intersection. Since improvements at the ramp intersections, development of the North Road, and upgrade of the Foothill/Angeles Crest/Chevy Chase intersection all have operational traffic benefits and impacts upon each other, any individual improvement project will need to consider the overall traffic issues.

VERDUGO BOULEVARD - DESCANSO GATEWAY DISTRICT

As an entry point for the City, Verdugo Boulevard serves multiple roles:

- linking the City to the communities of Montrose, North Glendale and Verdugo City and key regional destinations of Verdugo Hills Hospital and S.R. 2-South freeway to Downtown Los Angeles;
- providing the entry to the regionally famous Descanso Gardens; and
- serving as a single family residential neighborhood which is readily accessible to the Gardens, the City's primary public park, an elementary school, churches and local shops.

The present four-lane configuration of Verdugo Boulevard creates conflicts between through traffic and residential uses in the area, and restricts opportunities for compatible alternative transportation modes for this residential area such as bicycles and pedestrians.

In order to provide a circulation balance which more readily supports its range of functions, particularly as a single family neighborhood, a number of changes have been identified for the public right-of-way for this Descanso Gateway District. These changes are detailed in the Circulation Goals and Policies section.

BUS SYSTEM

The City of La Cañada Flintridge is presently served by a bus line provided by the Metropolitan Transportation Authority (MTA). The LCF Shuttle provides an intra-city shuttle loop to connect employers, schools and businesses. There is also a Dial-A-Ride service available to seniors and disabled persons.

As the Foothill Boulevard Master Plan is implemented and development activity nodes are created along the Boulevard, there will be an increased need for expanded bus service. Expanded bus service can provide alternative transportation, complement pedestrian travel, and serve to reduce dependence on the passenger vehicle.

BIKEWAY SYSTEM

The City's 1980 Circulation Element specifically included cyclists in the coordinated traffic circulation system. A bicycle plan was not included in the Element, beyond the policy to install bicycle lanes where bicycle usage is heavy and existing pavement widths accommodate the lanes. In 1993, a Draft Bikeway Plan was developed by students from La Cañada High School. This Draft Plan was used by community members and a bicycling/safety expert as the basis for the more comprehensive commuter and recreational Bikeway Plan illustrated in Figure C-5, which has been incorporated into this element.

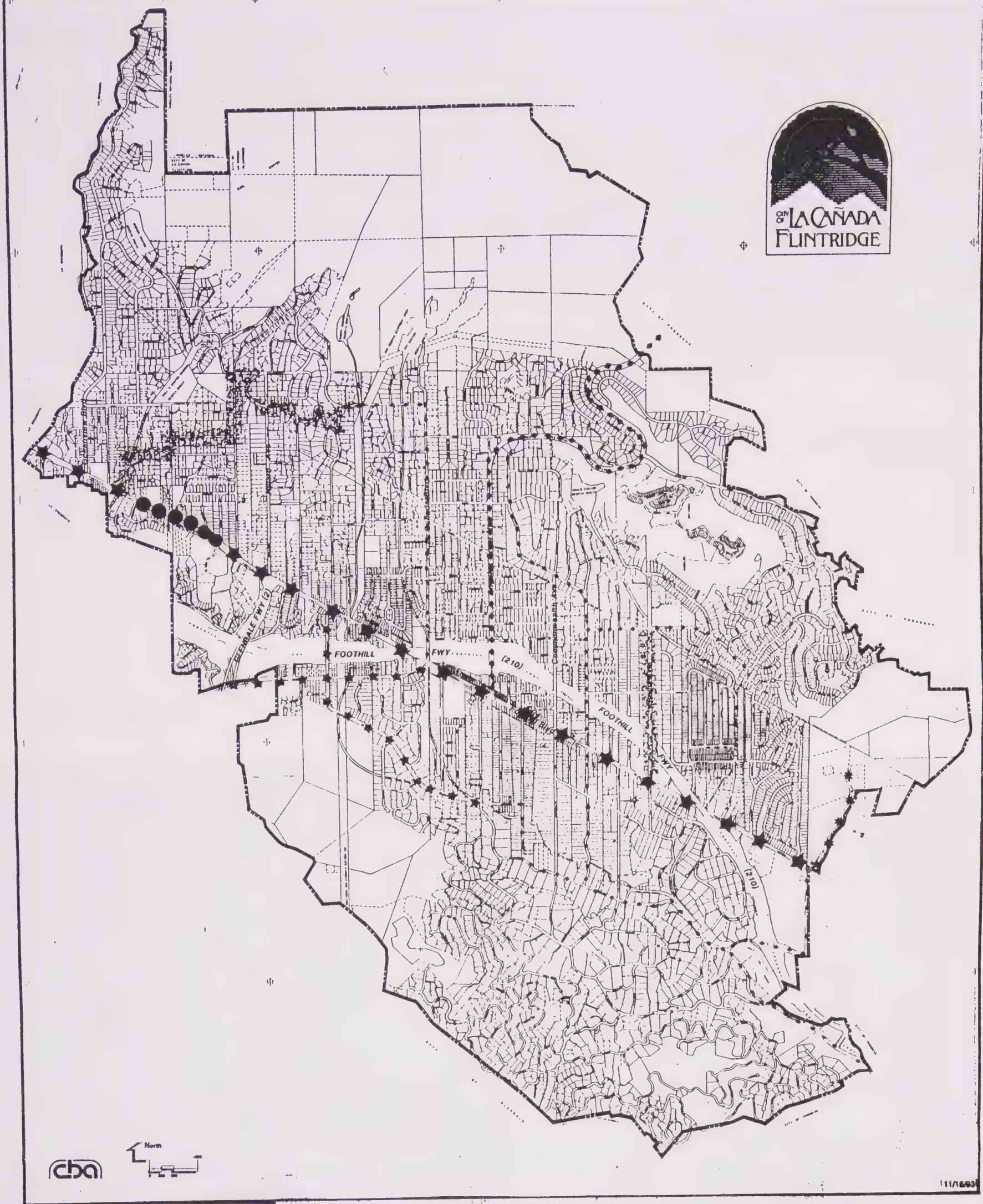
The bikeway system has a number of circulation functions. Not only is bicycling an option for local transportation for children under sixteen, but also more adults are considering biking for commuting to and from the workplace.

The City of La Cañada Flintridge has developed its Bikeway Plan to serve the needs of both the local recreational bicyclist and the bicycle commuter. In order to fully implement this Plan, some roadway improvements/bicycle-related mitigations will be required. In addition to developing bicycle pathway improvements, the City will need to seek provisions for bicycle-related facilities to encourage bicycling as a more viable form of transportation, and to help the City meet its CMP and air quality requirements. Programs promoting bicycle safety are an important element of the overall bicycle transportation program. The City's Circulation Goals and Policies provide more direction for the bikeway system and its support.

TRAILS SYSTEM

The La Cañada Flintridge community has a history of providing recreational access to the San Gabriel, San Rafael and Verdugo mountains through bridle paths and trails which have been continually developing since the early 1900's. While many of the trails located in the City are maintained under contract, the on-going upgrade and development of trails has been a priority to the City to provide access to publicly held open space and to enhance the overall quality of life for the community.

The La Cañada Flintridge Trails System Map, shown as Figure C-6, represents a compilation of several trails systems which are located



LEGEND

- Class I
- Existing Class II
- Class II
- Class III
- Potential Class III

City of La Cañada Flintridge

Bikeway System

Figure C-5



Fire Roads

Hiking / Equestrian Trails

SOURCE: City of La Canada Flintridge, Planning Department.

Figure C-6
Trails Map

within and around the City, including the U.S. Forest Service, the trails of the Arroyo Seco/Devils Gate area (also known as Hahamongna Watershed Park), the La Cañada Flintridge Trails Council, and the Santa Monica Mountains Conservancy.

These trails offer safe alternative routes for recreational pursuits and access to the community's natural resources. As such, the City recognizes this trail system as an important extension of the overall support systems provided by the community.

The system of recreational trails is incomplete, with several projects continuing to be planned and developed to link trails on the north and south sides of the City as well as improved connections to regional trails including the Santa Monica Mountains Conservancy's Crosstown Trail, and the substantial network of trails in the Arroyo Seco and Pasadena areas. In the following section the City identifies a key goal and policies to maintain and improve its Trails System.

TRUCK CIRCULATION

Presently, trucks utilize the Freeways, State Routes, and Foothill Boulevard as functional truck routes; however, the City does not have a specific truck route plan. Given the predominance of local streets in the City and absence of a grid arterial system, there is not expected to be a high demand for through truck traffic on City streets. Most truck traffic in La Cañada Flintridge should be associated with local deliveries or pick-ups.

PUBLIC FACILITIES AND UTILITIES

Public facilities and utilities are an essential component of the infrastructure support network in the community. The following section describes public facilities and their capacity to support additional growth in La Cañada Flintridge, including: wastewater collection and treatment, solid waste disposal, water sources and supply, flood and drainage control, natural gas, and electricity.

Wastewater Collection and Treatment

The City of La Cañada Flintridge is served primarily by private septic sewage disposal systems. Although the City is included within two Los Angeles County sanitation districts, a common, public sewage system has not been constructed.

Limited sewer service is provided in La Cañada Flintridge. The La Cañada Country Club and approximately 400 associated dwelling units are served by sewers and a small treatment plant in District No. 28. District engineers have concluded that this service area cannot be expanded to include the remainder of the City due to the lack of capacity and the need to pump sewage to the higher elevation where the plant is located. The western portion of Foothill Boulevard and some surrounding areas, which are within District No. 34, are connected to sewers in a Crescenta Valley Water District project.

Potential increases in wastewater generation along Foothill Boulevard with implementation of the Land Use Element and Foothill Boulevard Master Plan will significantly impact the existing inadequate private septic systems along Foothill Boulevard. The County Sanitation District has plans to extend the main sewer line along Foothill Boulevard easterly from Gould Avenue and northeast to Crown Avenue, where the line would be intercepted by a proposed La Cañada Flintridge Water Reclamation Plant (LCFWRP) Outfall. This main would immediately begin serving the commercial area along that portion of the boulevard, as well as provide the backbone for a future local collection system for the portion of the City north of Foothill Boulevard. Areas south of the boulevard would require an alternative collection system because of the steep topography of the terrain.

The disposal of liquid wastes in public drainage facilities is regulated by the National Pollution Discharge Elimination System (NPDES) Act, the Clean Water Act, and the Health Code. After 1987, NPDES made the dumping of greywater or any effluent other than storm runoff into streets and public drainage facilities illegal, and communities which allow such dumping are be subject to substantial penalties. Due to the age and undersizing of many private sewage systems, dumping or reuse of greywater has occurred without compliance with these stringent regulations. Los Angeles County has approved standards for greywater systems which can be applied in La Cañada Flintridge. A public education effort is therefore warranted to bring make citizens aware of the County Health standards for reuse of greywater, to bring any offending property owners into compliance with greywater disposal restrictions, and to avoid any potential health risks related to improper use or disposal of greywater.

Solid Waste Disposal

Two privately contracted solid waste disposal companies provide residential trash pick-up in the City - BFI and Solid Waste Recycling and Disposal. A total of nine companies are presently permitted by the City as waste haulers for commercial and construction purposes.

La Cañada Flintridge is located within the solid waste service area of the Scholl Canyon landfill, located in the San Rafael Hills approximately three miles south of the City. The Scholl Canyon landfill has an estimated capacity of 14 million tons and currently receives approximately 2,200 tons per day. Capacity may be increased as new fill schemes and compaction methods are developed. In recent years, deliveries to the landfill have decreased slightly (e.g., from about 2,500 tons per day in 1990) due to economic recession and the implementation of recycling programs. The facility may collect refuse through the year 2011 or possibly longer, depending on the continued success of recycling programs and the general state of the economy.

In 1989, the State Legislature passed Assembly Bill (AB) 939, the California Integrated Waste Management Act, which requires local jurisdictions to prepare waste management plans. These plans must include components for source reduction, recycling, and composting, as well as measures to achieve a 25 percent solid waste reduction by 1995 and a 50 percent reduction by 2000. La Cañada Flintridge adopted its Source Reduction and Recycling Element in December 1991 in order to implement the requirements of AB 939. The City has achieved many of its recycling goals on or ahead of schedule. The City continues to monitor changes to AB 939 and adapt its programs accordingly to assure compliance with these requirements.

Water Distribution

La Cañada Flintridge is served by four water companies: the Mesa Crest Water Company, La Cañada Irrigation District, Valley Water Company, and Crescenta Valley County Water District. La Cañada Irrigation District and Valley Water Company have pumping rights to the Raymond Basin. The Crescenta Valley County Water District obtains its water from the Los Angeles District local wells in the Verdugo Basin. All the water purveyors obtain imported water supplies through the

Foothill Municipal Water District, a member agency of the Metropolitan Water District of Southern California.

The Crescenta Valley County Water District serves the western portion of the City and obtains its water from the Los Angeles Department of Water and Power and from local wells. The Valley Water Company, La Cañada Irrigation District and Mesa Crest Water Company serve the central, eastern, and southern portions of the City. The Valley Water Company and La Cañada Irrigation District rely on approximately 70 to 90 percent imported water and 10 to 30 percent local well water pumped from the Monk Hill portion of the Raymond Groundwater Basin. The Raymond Basin has an area of approximately 40 square miles bounded by the San Gabriel Mountains to the north, the San Rafael Hills to the west, and the Raymond Fault on the south and east. The majority of La Cañada Flintridge is located within the basin's boundaries.

The majority of additional development in La Cañada Flintridge will occur along Foothill Boulevard, where water lines are in place. Buildout under the General Plan will result in a two percent increase in water consumption, and will not significantly affect water supplies.

Flood and Drainage Control

The vast majority of flooding potential within developed portions of La Cañada Flintridge has been controlled by drainage channels and subdrains. Drainage courses and canyons originate from the surrounding foothills. Some of these drainages are considered deficient by the Los Angeles County Public Works Department (LACPWD) due to potential overflow, erosion, and debris deposition during heavy rainfall.

Flood-control deficiencies also exist in the Foothill Boulevard area due primarily to several inadequate, pre-1940 drains, catch basins, and laterals in conjunction with the high proportion of impervious surfaces.

LACPWD's most recent Plan for Flood Control and Water Conservation for the La Cañada Flintridge area (Pasadena Quadrangle) was completed in 1985. In this plan, drainage needs are identified, particularly in the southeast portion of the City south of Berkshire Avenue; and in areas north of the Foothill Freeway west of Angeles Crest Highway. The La

Cañada Flintridge Public Works Department prepares specific drainage needs reports for LACPWD to help the County identify and prioritize projects. The City is updating the drainage assessments in order to provide LACPWD with current information and to help the City identify those areas where existing or new development may create drainage problems.

The Los Angeles County Flood Control District requires all developments to analyze site hydrology assuming a 50-year-frequency storm intensity and burned conditions over the entire watershed affecting the site. Therefore, individual hydrology studies are required on a case-by-case basis for proposed developments within the City.

The Federal Emergency Management Agency (FEMA) is responsible for identification and mapping of areas at risk due to periodic flooding. FEMA prepares Flood Insurance Rate Maps (FIRM) designed for flood insurance and floodplain management applications. The FIRM map which encompasses La Cañada Flintridge identifies the entire City as within Flood Zone D - "flood hazards undetermined, but flooding is possible." No 100 or 500 year flood plains have been identified in the City.

Natural Gas

Natural gas is provided to La Cañada Flintridge via Southern California Gas Company (SCG) transmission and distribution lines. SCG expects to meet natural gas demands and anticipates no significant problem in continuing service to the City.

Electricity

Electricity is provided to La Cañada Flintridge by the Southern California Edison Company (SCE), which expects to meet regional electrical demand for the next several years unless unexpected obstacles to major sources of supply appear or demand exceeds forecasts.

SCE has been pursuing the undergrounding of utility lines along Foothill Boulevard. This project has been partially completed, using the City's allocation of Title 20 funds (which

do not trigger local rate increases) through 1998. Additional Title 20 funds from future years have been allocated to complete the undergrounding of utilities from the Old Town District through the City's western boundary, tieing into a similar project underway in La Crescenta. This project is scheduled to begin in 1995 and will take three years to complete.

The City adopted an underground utility ordinance in July 1991. This ordinance requires utility services to individual properties to be installed underground if:

a) the property is to be developed with a new or relocated main building;

b) a residential building or use is converted to nonresidential; or

c) the modification of an existing commercial building involves an expense totaling (within a 12 month period) more than 25 percent of the market value of said commercial building.

Street Lighting

While street lighting is provided on the major arterials of Foothill Boulevard and Verdugo Boulevard, street lighting in residential areas of the City has been provided sporadically as areas have developed. Decorative lights were provided by developers for the Flintridge Biltmore (now Sacred Heart Academy), and a few other residential areas.

Since there is both concern about the impact of street lighting in residential areas on the character of the surrounding area, and a desire by some to add street lighting in their neighborhoods, this element identifies a policy direction for dealing with the interests of all neighbors with respect to street lighting (see Policy 1.9).

III. CIRCULATION GOALS AND POLICIES

Circulation Element goals and policies define the City's vision for a balanced, efficient circulation system which incorporates many modes of travel and which allows for the safe movement of people and goods in and around La Cañada Flintridge. These goals recognize the constraints posed by the existing built environment, but also capitalize upon the opportunities created by established transportation routes. Through these goal statements, the City also lends its support to regional, long-range efforts to manage congestion and reduce pollutant emissions within the South Coast Air Basin.

BALANCED, FUNCTIONAL AND EFFICIENT STREET SYSTEM

A transportation network must be well planned, functional, and properly maintained to allow street traffic to move efficiently over time. In addition to congestion relief, a well-designed system offers other benefits such as cleaner air, time savings, and reduced motorist anxiety.

GOAL 1: Maintain a safe, efficient, economical, and aesthetically pleasing transportation system providing for the movement of people, goods, and services to serve the existing and future needs of the City of La Cañada Flintridge.

Policy 1.1: Respond to transportation problem areas with efforts to implement both interim and long term solutions.

Policy 1.2: Participate in transportation planning efforts which involve other governmental agencies, mandated programs, and regulations in order to minimize environmental impacts related to transportation.

Policy 1.3: Encourage developments which contribute to balanced land uses and which serve to reduce overall trip lengths (e.g. jobs/housing balance, locating retail in closer proximity to residents/patrons).

Policy 1.4: Require new developments to conform to the standards and criteria of the City of La Cañada Flintridge and other mandated programs. This includes mitigation of traffic impacts to the surrounding street system.

Policy 1.5: Encourage the development of aesthetic streetscapes which are consistent with the low density, residential character of the community to promote a positive City image and provide visual relief.

Policy 1.6: To the extent constitutionally permitted, pursue right-of-way acquisition to meet the City's adopted standards. Dedication of right-of-way is anticipated to be the primary means to upgrade right-of-way widths. In non-residential areas, density bonuses may be considered in conjunction with right-of-way dedication. Right-of-way upgrades will serve to benefit not only vehicles, but all forms of transportation.

Policy 1.7: The City may require that when Proposition A funds are traded, congestion management credit commensurate with the level of funds traded will be given to the City. This policy shall be revisited when this element is next updated on a comprehensive basis, or within five years of experience with the Los Angeles County Congestion Management Deficiency Plan, whichever is sooner.

Policy 1.8: The City shall establish Level of Service (LOS) standards by which to evaluate the new developments and substantial redevelopments for their potential impacts on and contribution to the City's congestion management concerns. These standards shall identify when it is appropriate to require developers to contribute to the mitigation of such impacts on the City's circulation system.

Policy 1.9: Installation of street lights in previously unlit areas due to the interest of homeowners shall be initiated by a petition to the City, with approvals to be determined by staff based on criteria to be established in advance by the City Council, and with proper public notice to directly affected properties as well as those properties nearby which may be indirectly affected. Appeals of staff determinations shall be referred to the appropriate Commission for consideration. The City's determination shall provide for the mitigation of lighting impacts, and shall be appealable at a public hearing.

ALTERNATIVE MODES OF TRANSPORTATION

As growth throughout Southern California adds vehicles to the overburdened freeways and roadways, people will rely more heavily on alternative modes of transportation, such as bus service, bicycles, and ridesharing. The following goal and policies intend to reduce vehicular travel by promoting alternative methods of transportation.

GOAL 2: Facilitate other modes of transportation, or alternatives to automobiles, including public transportation, bicycling, ridesharing, and walking, which support the land use plans and related transportation needs.

Policy 2.1: Encourage developments and improvements which incorporate innovative methods of accommodating transportation demands, and which facilitate pedestrian and other non-motorized travel.

Policy 2.2: Ensure that effective Transportation Demand Management (TDM) measures and programs are being implemented within the City.

Policy 2.3: In conjunction with air quality policies, evaluate the establishment of a high quality public transit system or other means of achieving trip reductions that minimize dependency on the automobile and work in conjunction with pedestrian travel.

Policy 2.4: Respond to increases in demand for additional bus service through contact with MTA and other available resources.

PUBLIC FACILITIES AND UTILITIES

Public facilities and utilities are an essential component of the infrastructure needed to support both existing and future development in La Cañada Flintridge. These services are provided by several special service districts and private utility companies, and require coordination through the City to ensure a high level of service is maintained for residents and businesses.

GOAL 3: Coordinate with public facility and utility service providers to ensure the provision of services that are economical and adequately meet the needs of the community.

Policy 3.1: Work closely with local water and sewer districts in determining and meeting community needs for water and sewer service.

Policy 3.2: Coordinate with the County Sanitation District to ensure timely implementation of sewer line construction along Foothill Boulevard.

Policy 3.3: Develop plans for and begin construction of public residential sewers, as determined feasible.

Policy 3.4: Work closely with solid waste disposal companies in providing trash pick-up services, and reduce the per capita production of solid waste as defined in the City's Source Reduction and Recycling Element.

Policy 3.5: Work closely with the Los Angeles County Flood Control District in determining and meeting community needs for flood control facilities and maintenance.

Policy 3.6: Improve the existing storm drainage system by correcting identified deficiencies, where feasible and appropriate. Require new developments to upgrade storm drains to handle the increased runoffs generated from a development site.

Policy 3.7: Work closely with local providers of energy in determining and meeting community needs for energy services.

Policy 3.8: Develop and implement a public education program which identifies the health hazards and penalties for improper disposal of greywater to assure the City's comppliance with the requirements of the Health Code, the Clean Water Act, and the National Pollution Discharge Elimination System (NPDES) statutes.

SAFE PUBLIC STREETS, FACILITIES AND SERVICES

Public Safety is a key element of quality of life in the community. La Cañada Flintridge must effectively provide safe access for emergency vehicles, drainage and flood control on public streets, safe access to schools and other key destinations for pedestrians, and public streets which function efficiently while not encouraging excessive speeds.

GOAL 4: Maintain and enhance public systems and services to provide safe access through the community for a wide range of needs, including motorized vehicle access, pedestrian and bicycle travel and flood/drainage control.

Policy 4.1: Take advantage of opportunities to control vehicle speeds through sound engineering practices, based on the particular conditions of a given area. Seek to keep apprised of new technologies, which then can be considered for implementation.

Policy 4.2: Pursue the development of sidewalks in the vicinity of schools to provide adequate pedestrian access. The location of the sidewalks will include consideration of the Suggested Routes to School Plans and connection to present or future bus or shuttle service in the area.

Policy 4.3: Determine on a street-by-street basis where sidewalk access from residential to commercial areas is appropriate to achieving the objectives of the Foothill Boulevard Master Plan and increasing the safety and attractiveness of such areas for pedestrians. Establish priorities for installation and identify funding and developer improvement opportunities to assure implementation of these sidewalk access plans.

Policy 4.4: Recommend sidewalk development in new development areas where public safety objectives would be served, at the discretion of the Planning Commission. Similar recommendations for public safety within existing developments should continue to be reviewed by the Public Works Commission.

Policy 4.5: Initiate a program in conjunction with the Fire Department to review private streets within the City limits and publicly notify property owners of potential emergency access problems. This program will also notify the homeowners of their responsibility to maintain adequate access and to provide disclosure of the responsibilities to any potential buyers prior to sale of the property.

Policy 4.6: Provide information to homeowners regarding methods to upgrade their private streets, such as establishment of assessment districts, to accommodate emergency vehicle access.

Policy 4.7: Require curbs and gutters of new development, including all land divisions and substantial redevelopment of properties other than single family residences. The Planning Commission may exclude residential land divisions from this policy where it is determined safe

from an engineering perspective and when such improvements are substantially inconsistent with the neighborhood's character. Where feasible, pursue the installation of curbs and gutters at existing developments based on recommendations from the City Engineer and approval through a public hearing process.

FOOTHILL BOULEVARD

The Master Plan establishes the following "vision" for Foothill Boulevard:

> "Foothill Boulevard will be an inviting place for people to shop, stroll, live, play, work and move within the City. It will present a setting for uses, buildings, open spaces, and roadways which respect people as pedestrians rather than passengers. The setting will have a village character, including small districts of distinct identity, buildings scaled to fit the district, a community/civic center, a variety of architectural forms and convenient parking on the street and within each site. Landscaping will bring a more comfortable look to the street, softening the hard edges of pavement and providing a cooler, greener place for people to mingle and shop. The focus of commercial and civic activities will be local in nature, with some regionally oriented activities in support of the community's needs. A park-like environment will characterize residential development. The look of Foothill Boulevard will be enhanced by placing utilities underground, and the installation of sewers will improve and revitalize properties fronting the Boulevard."

GOAL 5: Enhance the visual image, economic vitality and circulation efficiency of Foothill Boulevard through implementation of the 1991 Foothill Boulevard Master Plan.

Policy 5.1: Enhance the appearance and use of Foothill Boulevard through a series of distinctive districts which incorporate public improvements to support the land use policies for each district and the overall vision for Foothill Boulevard.

> **Policy 5.1-1:** *West Gateway:* Recognize the Ocean View/Foothill Boulevard intersection as a major entry for the City, and plan for the development of a significant entry statement here. Such entry statement should include landscaping and parkway enhancements, and may require the

acquisition of additional public right-of-way at this intersection. Pursue the implementation of landscaping and parkway enhancements for Foothill Boulevard and the unsightly drainage facilities in West Gateway, as identified in the 1991 Foothill Boulevard Master Plan.

Policy 5.1-2: *The Link:* Implement a greenbelt program to screen the visual appearance of this district in the area of the substantial retaining walls, and include non-auto-oriented uses such as a Class I bikeway, runner's par course, or other recreation- and open space-related improvements. Take advantage of the opportunity of restricting the roadway physically and visually in this area to encourage lower traffic speeds. Extend landscaping and parkway improvements through the eastern portion of the district and continue to work toward implementation of a substantial City Entry statement at the Foothill Boulevard/2 Freeway ramp interchange.

Policy 5.1-3: *Old Town:* Continue to pursue options for additional parking, both on- and off-street in this district, including but not limited to public/private cooperation to develop a parking facility at the Edison easement on the south side of Foothill Boulevard. When feasible and not in conflict with other public utilities improvements scheduled for this area, implement parkway landscaping improvements which maintain adequate emergency vehicle access while encouraging pedestrian uses and reduced traffic speeds.

Policy 5.1-4: *Downtown - The North Road:* Recognize the North Road as a circulation component for the Island area and this District. Develop a Specific Plan for the Island area which incorporates community involvement in the detailed analysis of the location of the North Road and promotes the long-term circulation and land use objectives for this area. Work with CalTrans to incorporate excess right-of-way from the I-210 into this project.

Policy 5.1-5: *Downtown - Angeles Crest/Chevy Chase, North Road and I-210/S.R. 2 Interchange:* Review opportunities and study the long-term resolution of the circulation and congestion management issues related to this interchange, recognizing that traffic operations at these intersections are inseparable from one another. Upon adoption of a locally appropriate solution for this interchange, follow up on federal, state, and local funding opportunities to implement the selected option within the long term circulation planning horizon.

Policy 5.1-6: *Downtown - Foothill Boulevard Improvements:* Consider parkway improvements to provide visual enhancement to Foothill Boulevard as well as the Angeles Crest/Foothill Boulevard intersection. Pursue opportunities for improved access to off-street parking in the western portion of the District by: working with property owners and developers to encourage reciprocal parking arrangements and removal of barriers to reciprocal access to such parking; revision of the Zoning Code to permit removal of such barriers to encourage access to off-street parking; and investigate opportunities for development of additional publicly owned or leased parking. Explore opportunities to create an entry statement with right-of-way landscaping improvements at the Gould/Foothill intersection, and introduction of entry signage on Foothill Boulevard for west-bound traffic, near the 1-210 cross-over.

Policy 5.1-7: *Michigan Hill:* Establish a program for sidewalk, guardrail, trash receptacle and landscaping improvements for this district, and continue to pursue long-term funding opportunities for the undergrounding of overhead utilities in this area. Continue to improve bus stop facilities in this area, installing bus shelters where feasible and appropriate.

Policy 5.2: Initiate a program to introduce an integrated signal synchronization program for Foothill Boulevard to reduce congestion and direct speeds to a preferred rate throughout the Boulevard's length.

Policy 5.3: Establish priorities for and begin implementation of additional signals at cross streets to Foothill Boulevard which can facilitate pedestrian access to the Boulevard and enhance the levels of service at these intersections. Such new signals shall be incorporated into the integrated signal synchronization program so as not to conflict with the objectives of congestion management and speed control.

Policy 5.4: Create an inventory of cross streets where opportunities exist for right-of-way enhancements, as outlined in the Foothill Boulevard Master Plan. Where existing right-of-way is insufficient to pursue such enhancements, require developer dedications of right-of-way or contributions to an improvement fund which are in scale with the level of development proposed. Pursue implementation of the cross street design enhancements as right-of-way and funding become available.

The Verdugo Boulevard Corridor serves as an important entry into the City and provides access to Descanso Gardens. The Descanso Gateway District's circulation goals and policies are intended to support land use and community design considerations to enhance the gateway impression of this area. Safe, efficient access to the single family residential uses and adjacent commerciai and institutional uses are blended into ongoing public improvements to underscore the gateway characteristics of this area.

GOAL 6: Establish Verdugo Boulevard as a visually pleasing travel corridor consistent with its Descanso Gateway District designation, which provides safe, easy access to the single family residences as well as adjacent public, institutional and commercial uses.

Policy 6.1: Continue to enhance the residential character of Verdugo Boulevard. Consider reducing noise, adding sidewalks, landscaping and bike lanes.

Policy 6.2: Encourage safer, more efficient access to the many single family residences while continuing to serve as a major arterial for the City.

Policy 6.3: The City will study and assist in planning and development of the Verdugo Boulevard roadway. The City shall provide assistance with public outreach activities, and with development of programs to make any interim improvements aesthetically pleasing.

Policy 6.4: Place entry signs in a prominent location to enhance the gateway designation for this district.

Bicycling can be made more attractive and safe through specially designated routes, signage and support programs. A Bikeway Plan identifies streets, roads and paths which are specifically identified for bicycle use, and which connect users to primary designations such as major worksites, schools, commercial centers and recreational facilities. The City has developed a Bikeway Plan that addresses most such primary destinations in La Cañada Flintridge, as well as key connections to adjacent communities.

GOAL 7: Promote bicycling as an alternative to motorized transportation for commuters, students, and recreational users by adopting and maintaining a Bikeway Plan, encouraging bicycle support facilities, and assisting with currently available bicycle safety programs in the community.

Policy 7.1: Adopt a Bikeway Plan which shows access to primary destinations for commuting, schools and recreational activities. The Bikeway Plan as shown in Figure C-5 shall form the basis for initiating bikeway developments, and shall be amended by separate resolution of the City Council as additional routes, trails and facilities are deemed appropriate.

Policy 7.2: Encourage developments and improvements which facilitate the implementation of high quality, desirable bicycle routes. Such improvements shall begin with implementation of the routes as Class 3 as soon as possible on the adopted Bikeway Plan, where these routes can safely be established without mitigation of traffic conflicts or road hazards.

Policy 7.3: Pursue funding opportunities to upgrade routes to Class I and II bicycle routes which meet or exceed established standards. First priority for upgrade or improvements shall be given to those routes which serve commuting and school access needs, to improve the opportunities for bicycling as a viable transportation alternative.

Policy 7.4: Encourage public and private developments to incorporate bicycle-related support facilities to strengthen the City's policy to improve bicycling as a viable transportation alternative.

Policy 7.5: Assist in the development and delivery of specific bicycle safety programs which will serve to meet the goal of providing a safe, efficient transportation system. Such programs should include public education on safety and rules of the road, appropriate trails signage, and information regarding proper sharing of on multi-purpose trails by a variety of users.

TRAILS SYSTEM

Recreational Trails provide an important outlet and a safe alternative to use of public streets for many recreational pursuits. Their continued maintenance and on-going development is important to the quality of life in La Cañada Flintridge.

Goal 8: Preserve existing trails and promote coordinated and comprehensive trail systems for bicyclists, equestrians and hikers.

Policy 8.1: Cooperate with public agencies, public utilities, and private organizations and property owners to maintain and keep in good repair all recreational trails, and seek to prevent loss of use or access to existing trails by encroachment or interference from abutting property owners.

Policy 8.2: Continue to seek dedication of land and/or fees in lieu of such dedication for recreational trails as a requirement of new residential land divisions, where such dedications or fees have the opportunity to augment the existing trails system.

Policy 8.3: Cooperate with public agencies, public utilities and private organizations to promote the use and development of trails facilities on their land.

Policy 8.4: The La Cañada Flintridge Trails System map, shown as Figure C-6 in this Element, shall be maintained and updated as policies 8.2 and 8.3 above are implemented, and shall be made available for public reference and use. The Trail System shall be amended by separate resolution of the City Council as additional routes, trails and facilities are deemed appropriate.

Policy 8.5: Maintain efforts to work with regional organizations, such as the Santa Monica Mountains Conservancy, to secure funding for the on-going implementation of the La Cañada Flintridge Trails System.

Policy 8.6: Pursue alternative funding sources which support emerging recreational uses, such as bikeway monies, to provide a balanced recreational trail system to the community. Where appropriate, the trails will be identified as an adjunct of the Bikeway Plan.

Policy 8.7: Install and maintain trail signage which promotes safety and courtesy between all trail users, including equestrians, hikers and bicyclists.

IV. THE CIRCULATION PLAN

The Circulation Plan describes the strategies that the City will pursue to address the Goals and Policies identified in the previous section. It also shows how a balanced transportation system will be created which meets the future mobility needs of La Cañada Flintridge residents as well as the business sector's demand to move goods most efficiently and effectively.

MASTER PLAN OF STREETS

The City's existing General Plan Roadway System is presented on Figure C-7.

Review of projected daily traffic volumes and roadway capacities under General Plan buildout indicates that the City's Master Plan of Streets is adequate to accommodate future growth. The most notable issue related to the Master Plan of Streets is the accepted Foothill Boulevard Master Plan, which proposes an integrated system to accommodate all forms of travel.

There are three conceptual alternatives contained in Appendix A for the North Road which is referenced in Policy 5.1-4. An actual design will be based on several factors, including detailed examination of traffic operations, development proposals in the area, and availability of Caltrans right-of-way.

Verdugo Boulevard is classified as a Major and a Primary arterial, east and west of Alta Canyada Road, respectively, which serves to differentiate the two separate functions for Verdugo Boulevard. To the west, Verdugo Boulevard is more of a traditional arterial street, while to the east there are multiple functions planned for the roadway. The Major designation allows varying roadway widths and designs within the 80 foot right-of-way, which includes an option for a two-lane configuration divided by a two-way left turn lane, with the addition of bicycle lanes and enhanced sidewalks.



GENERAL PLAN ROADWAY SYSTEM

The Master Plan of Streets shows some upgrades and downgrades when compared to the previous classifications. These upgrades and downgrades are general evaluations based on the most recent traffic volume counts, and take into consideration the existing right-of-way, the existing and proposed function of the individual roadway, and the function of the street as it fits within the overall circulation plan.

The City's circulation system is anticipated to be operating at capacity conditions at certain key locations. Therefore it will be necessary to evaluate and monitor development as it occurs to determine its impacts on the surrounding street system. The specific types and sizes of future projects will influence the related traffic impacts. This indicates the need to balance land use decisions with the potential traffic impacts.

PUBLIC TRANSPORTATION PLAN

One of the key components of the Circulation Plan is to promote the use of alternative transportation modes, which includes transit. The City of La Cañada Flintridge could realize some benefit from the nearby five county Metrolink project, which will allow regionwide rail access. The actual location of the rail lines and accompanying stations will also greatly influence potential La Cañada Flintridge use.

The City also has Transportation Demand Management (TDM) goals that reduce the demand for vehicular transportation, and new development is anticipated to play a vital role in meeting these goals. In addition, implementation of the Foothill Boulevard Master Plan is expected to increase the need for added public transportation. The City and developers will need to take an active role in pursuing added transit services which will meet the demands.

The LCF Shuttle, initiated in March, 1995, provides a transportation loop from La Cañada High School and Jet Propulsion Laboratory, the City's two largest employers, to the majority of the City's commercial areas. This alternative transportation creates new mobility opportunities for students, employees and residents in the community.

Consideration of how to best utilize the existing and future transportation system will require continued involvement in these planning processes. These efforts could lead to programs which may include innovative measures.

TRUCK ACCESS

La Cañada Flintridge experiences only limited truck through traffic, given the City's predominance of local streets and absence of a grid street pattern. The Truck Route Plan therefore relies on the Freeways and State Routes directly serving the City. The City is interested in only identifying these roadways as truck routes, with the remaining streets in the City prohibited to through truck traffic.

This does not mean that trucks are restricted on the streets, since by law trucks making deliveries to specific locations will travel the shortest path from the nearest designated truck route. It does mean that trucks will be required to access the City via the Freeway/State Route system, and then take the shortest route to their destinations.

BIKEWAY PLAN

The Bikeway Plan illustrated in Figure C-5 will serve to facilitate increases in bicycle use as an alternative to travel by automobile. A goal should be to provide the highest quality of bikeways possible along these routes, given the individual needs. This Plan was developed by the City and the designated routes are expected to further review prior to implementation.



San Gabriel Mountains - La Canada Flintridge

III

E.R.M.E.

ENVIRONMENTAL RESOURCES MANAGEMENT



LEGEND

NATURAL FEATURES

TRAILS

A MODERATE TO STEEP TERRAIN

B VERY STEEPLY SLOPING HILLSIDES

HISTORIC RESOURCES

S SCENIC CORRIDOR

1979

Goals

CONSERVATION

1.1 Require new development to be compatible with the natural and existing manmade environment.

1.2 Develop methods of preserving the remaining natural ridgelines, canyons, streams, springs, viewscapes and other natural resources and attributes which contribute to the aesthetic and scenic qualities of the community.

1.3 Preserve wildlife subject to the safety of residents and their property.

1.4 To the maximum extent feasible, support plans and programs to preserve and improve the quality of air and water in the community, and encourage conservation of consumable natural resources.

1.5 Designate and encourage the preservation of significant historical and archaeological sites.

OPEN SPACE AND RECREATION

1.6 Protect the watershed in and near the City from destructive fires. The valuable watershed affects the maintenance of flood control, the quantity and quality of water supply, the preservation of wildlife and the beauty of the Angeles National Forest viewscape.

1.7 Preserve and expand nonvehicular access to the Angeles National Forest trails and open lands remaining in the San Rafael Hills and San Gabriel Mountains. Encourage the dedication of additional lands to public open space use.

I.8 Encourage continued cooperation between public and private recreational services to assure a wide variety of recreational, educational and cultural programs for all segments of the community.

I.9 Preserve existing trails and promote coordinated and comprehensive trail systems for bicyclists, equestrians and hikers.

SEISMIC SAFETY

I.10 Make information regarding seismic and geological hazards available to potential developers and the public.

I.11 Develop plans and programs to lessen the potential for injury, loss of life and property damage, and to provide a rapid response by public agencies to seismic and geologic disasters.

SCENIC HIGHWAYS

I.12 Preserve the scenic beauty of the viewscape as seen from designated streets and locations.

Conditions, Trends

Environmental management in La Canada Flintridge means managing future development in hillside areas; establishing and maintaining a network of recreation facilities; preserving key historical features for future generations; and maintaining a high degree of respect for unique and sensitive features of the community's natural landscape and environment. Although the City is virtually built-out, the importance of environmental factors and issues in the community is undiminished. Residents enjoy the benefits of living on the fringe of relatively undisturbed natural lands, but are also continuously reminded through first-hand experience of potential wildland fire and flood threats.

E.R.M.E.

2.1 HILLSIDE DEVELOPMENT

Residents of La Canada Flintridge have, for many years, expressed strong desires that the remaining hillsides be developed with minimal negative impact on the natural and manmade environments. Such concerns include aesthetic appearance and development safe from hazards typically associated with hillside development. Specifically, the vistas and panoramas created by natural landforms of the San Garbriel Mountains to the north, the San Rafael Hills and the Los Angeles basin to the south, and the Arroyo Seco and the San Gabriel Valley to the east are recognized as community resources. The high degree of risk associated with development of the remaining hillside lands may outweigh any benefits proposed to be gained by such development.

Some of these risks are, but are not limtied to: grading and construction techniques which result in altered water drainage; removal of vegetation and trees; loss of natural and unique landforms such as ridgelines, knolls, creeks and gullies; and dust and noise. Other undesirable results are post-construction effects including exposed manmade slopes; structures that are not designed for hillside lots and which may become highly visible landmarks; and increased traffic on narrow hillside roads. All hillside development should be regulated for the purpose of minimizing negative and detrimental effects.

2.2 PARKS, TRAILS AND RECREATION

Public recreation facilities in La Canada Flintridge consist of approximately two acres of park area; and approximately ten miles riding and hiking trails.

The City's riding and hiking trails are an important recreational resource and are historically a significant aspect of the rural atmosphere of the community. Parts of the trail system have existed

E.R.M.E.

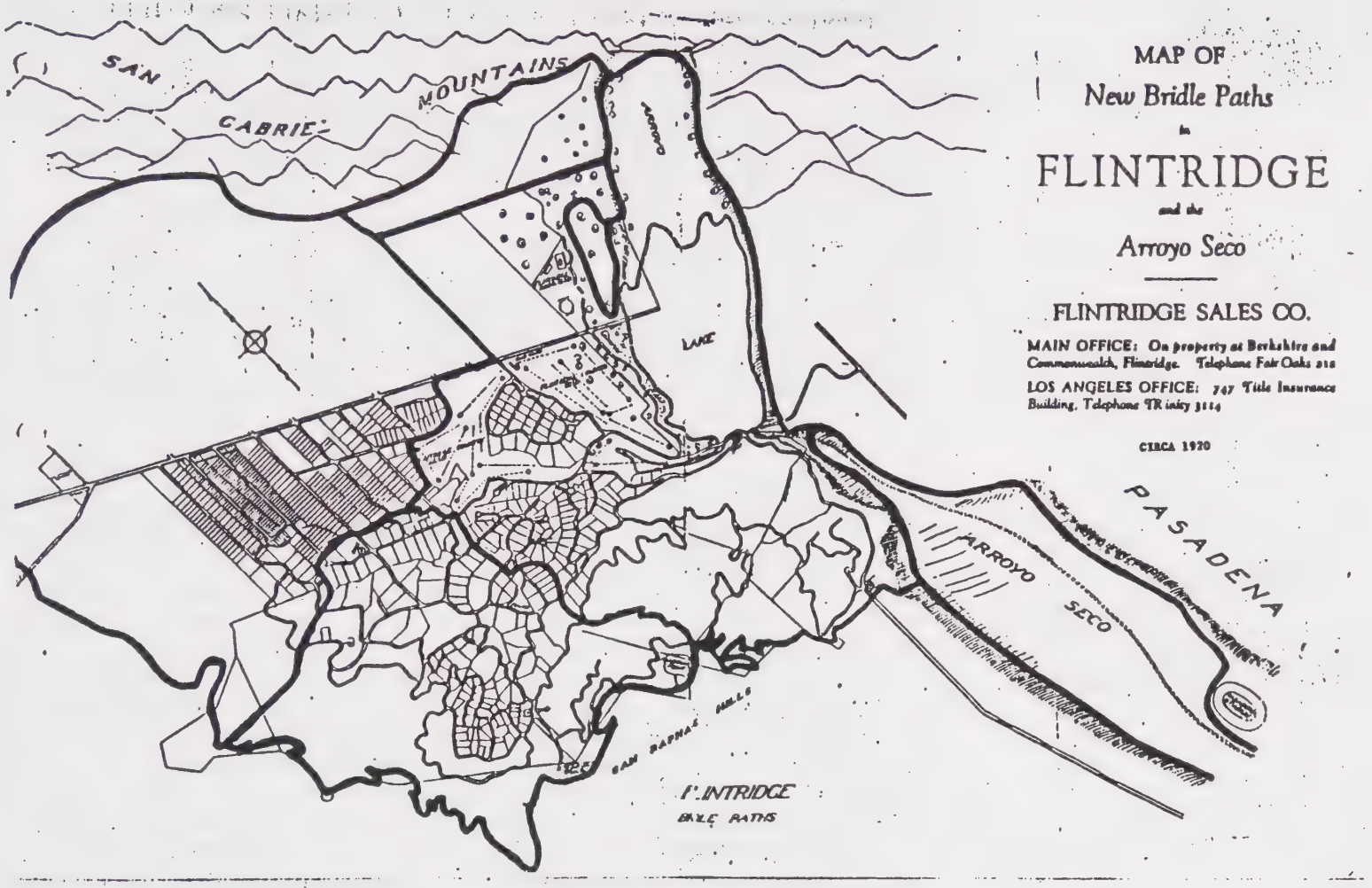

SAN GABRIEL MOUNTAINS
LAKE
PASADENA
ARROYO SECO
SAN RAFAEL HILLS
FLINTRIDGE
BRIDLE PATHS
MAP OF
New Bridle Paths
in
FLINTRIDGE
and the
Arroyo Seco
FLINTRIDGE SALES CO.
MAIN OFFICE: On property at Berkshire and Commonwealth, Flintridge. Telephone Fair Oaks 218
LOS ANGELES OFFICE: 747 Title Insurance Building, Telephone TRinity 3114
CIRCA 1920

Figure III - 1

Intact for more than fifty years. The La Canada Loop Trail is part of the Los Angeles County regional trail system. It connects to Pasadena and South Pasadena trails in the Arroyo Seco and to the Gabrielino National Recreational Trail in the Angeles National Forest. Two segments of the Loop Trail remain to be constructed. Local feeder trails need to be improved and, in some cases, reopened.

Three small public parks including La Canada Memorial Park (1.2 acres); Glenola Park (1.2 acres); and Glenhaven Park (0.6 acres) are maintained for public use and provide very limited recreation areas.

These facilities are supplemented by an additional public park (Oak Grove County Park - 53 acres) located adjoining the easterly City limits; Descanso Gardens, a 155 acre County-owned and operated botanic garden located on Descanso Drive; La Canada Unified School District facilities (20 acres adjoining six local school sites); a YMCA; a Youth House and Community Center; and private recreation facilities such as the La Canada Flintridge Country Club, Flint Canyon Tennis Club and the Flintridge Riding Club. According to opinions expressed by many residents, there exists a high demand for additional large playfields to accommodate baseball, football, soccer and general play activities. Locally organized recreation clubs are unable to maintain active recreation schedules due to a high usage of existing playfields and/or lack of such playfields. As a result, several local recreation clubs are enrolled in recreation programs of surrounding communities.

Existing private recreation facilities, for the most part, have been designed and developed to be compatible with the neighborhoods they adjoin. The continued operation of existing facilities and the construction of new facilities which are compatible with adjoining neighborhoods will generally result in assets to the community.

E.R.M.E.

Issues

The following issues are significant environmental and recreational concerns in La Canada Flintridge.

3.1 HILLSIDE AREAS

The community has consistently expressed its insistence upon sentitive treatment of its natural resources in the development of hillside areas. Remaining privately owned vacant land in the City consists almost entirely of hilly and mountainous terrain in the northern (San Gabriel Mountians) and southern (San Rafael Hills) portions of the community. Large, vacant parcels of privately-owned land located in the foothills remain in their natural or near natural state. Although these parcels are very steep, their development is being considered as a result of high market demand and profit potential.

3.3.1 SAFETY FACTORS AFFECTING HILLSIDE DEVELOPMENT

Fire, flood and slope stability risks must be considered in development of hillside areas. Annual rainfalls during the winter months carry with them large amounts of debris and soil. During torrential rainfalls, large debris flows and mudflows have been known to cause extensive property damage and loss of life. During the hot, dry summer months, the natural grass and chaparral in the community's hillside areas invite fire storms which are created both by man and by natural causes. When small, such fires are usually controllable, but an uncontrolled wildfire can threaten lives and property.

It should also be noted that an extensive loss of vegetation due to fire increases erosion and the risk of severe mudflow. Additionally, the hydrology and drainage of the hillsides are

E.R.M.E.

significant to developments downhill. As the ratio of natural surface area to developed surface area (impervious materials such as road surfaces and roofs) decreases, the amount of water runoff increases, with a consequent increase in potential downhill flooding. Finally, slope stability is a concern which must be addressed in all new developments.

3.1.2 AESTHETIC CONCERNS AFFECTING HILLSIDE DEVELOPMENT

The development potential of many hillside areas is largely a function of the slope or steepness of the terrain. Generally speaking, a hillside with steep terrain will require grading to reduce slopes and filling of canyons to create building pads and road beds. Aesthetic concerns associated with hillside development focus primarily on the appearance of the hillside following completion of the development project. Steep, unvegetated manmade slopes visible to the community clearly constitute a potential negative effect of hillside development. Further, significant natural features of the City's hillside areas, such as ridgeline, knolls and valleys, create a community character considered very significant to La Canada Flintridge. The retention of such features in as near a natural state as possible would be threatened by any future hillside development that is allowed to proceed indiscriminately.

3.2 RECREATION

Public recreation facilities in La Canada Flintridge are limited primarily to three City park sites, with a total combined area of 2.5 acres; the Descanso Gardens, a County-owned and operated arboretum providing 160 acres of passive recreation/education; and approximately 10 miles of publicly-owned and maintained hiking and horseback riding trails traversing the City. In addition to these facilities, the La Canada Unified School District, as part of its

public school facilities, maintains approximately 20 acres of playgrounds, playfields and tennis court facilities. Located outside the City limits, but immediatley adjacent to the City's eastern boundary and the site of a significant number of local recreation activities, is Oak Grove Park, a 53 acre facility operated and maintained by the County of Los Angeles as part of its regional park system.

3.2.1 ADDITIONAL PUBLIC PARK FACILTIES

School playground facilities, supplemented by private recreation programs and facilities and a proliferation of privately-owned backyard swimming pools and tennis courts, ameliorate a need for additional small, public neighborhood parks. Such facilities, however, do not fully satisfy the City's need for additional active playfield areas.

3.2.3 HIKING AND EQUESTRIAN TRAILS

The system of existing hiking and equestrian trails is incomplete. The highest priority in completing the La Canada Loop Trail is the extension of the Edison Right-of-Way Trail eastward from El Vago Street to the Arroyo Seco where it will connect with the Gabrielino National Recreational Trail at the Gould Mesa picnic ground. The second priority in the Loop Trail System is the extension of the Edison Right-of-Way Trail southward to connect with the Descanso fire road. Efforts should be made to establish additional trail facilities which would provide desirable and logical connections to the trails network.

3.2.4 MOTORCYCLES AND OFF-ROAD VEHICLES

In isolated, uninhabited areas, the use of motorcycle "dirt bikes" on formal or informal motocross circuits is an appropriate form of recreational activity. However, in developed

E.R.M.E.

cities such as La Canada Flintridge, motocross activity even in the relatively open hillside areas is unacceptable because of its potential for adverse environmental impacts, health and safety hazards, and audible nuisances. For these reasons, motocrossing shall be prohibited within the City limits.

3.3 OPEN SPACE

Several natural settings within the City limits possess unique qualities rarely found in a metropolitan area as large and congested as the Los Angeles basin. The opportunity to preserve open space presents itself in the form of several parcels of large acreage consisting of steeply sloping hills, canyons and significant ridgelines. The San Rafael Hills on the City's southern boundary form a horizon ridgeline barely disturbed by urban development. Several knolls stand out as key landmarks and provide orientation for local residents familiar with the area. North of the City, the San Gabriel Mountains and foothills provide an impressive backdrop. Primary and secondary east-west ridgelines are clearly evident in these mountains from the valley below. Further, lateral north-south ridgelines also become visibly prominent from many points in the foothills near the City's northern limits. The San Gabriel Mountains and the San Rafael Hills contain wooded canyons in which spring-fed, permanent or seasonal streams flow.

3.3.1 CHERRY CANYON

The Cherry Canyon and adjoining Descanso hillsides together constitute a third of the southern border of the City and half of the prominent southern skyline. Consequently, these hillsides are of enormous scenic and aesthetic benefit to the City. Preservation of the Cherry Canyon area in its present state would ensure continued public access to and enjoyment of this valuable resource. The area is part of the north face

of the San Rafael Hills, and is an excellent example of natural chaparral habitat on the north-facing slope. The San Rafael Hills are recognized as an area of regional significance and concern as an "important ecological area for chapparal habitat."*

An important segment of the La Canada Flintridge Loop Trail system passes through the Cherry Canyon area beginning with the Flint Wash Trail at Hampstead Road and continuing up the canyon, turning northward on the Descanso fire road.

Cherry Canyon itself is a natural watercourse forrested with live oaks, sycamores and other native plants. The stream flows throughout the year, fed by permanent springs near the top of the canyon. There is no other area in the City offering such a combination of beauty, tranquility, water, bird life, native plants, trees and easy access. It is a precious and unique resource.

3.3.2 SAN GABRIEL MOUNTAINS

The San Gabriel Mountains form an impressive visual backdrop for La Canada Flintridge. There are roughly 800 acres of undeveloped land on the slopes of the San Gabriels within the City's boundaries, of which 37 percent is held in public ownership. Several canyons in this portion of the community are lined with flood control channels and debris basins. Winery, Hay and Gould Canyons are part of the Flint Wash watershed and, therefore, contribute valuable water to Devils Gate Reservoir in the Raymond Basin. Hall Beckley Canyon is the primary water source for Descanso Gardens. Whether these lands remain in private or public ownership,

*Southern California Association of Governments, "Conservation and Open Space Plan," p. 112

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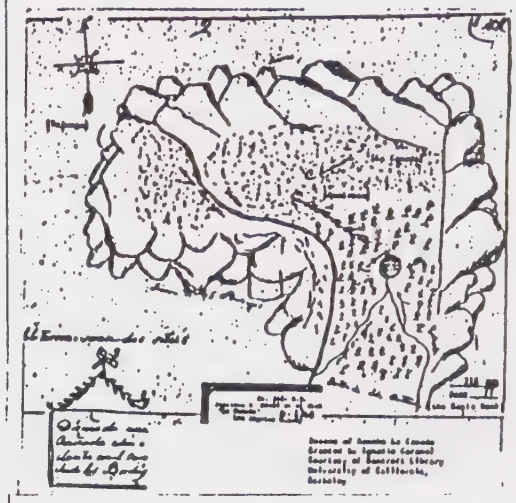
the watershed, recreational and visual significance of these parcels should be acknowledged.

3.3.3 PUBLIC AND PRIVATE OPEN SPACE

Open space lands exist throughout the community which are committed to either recreation or public use. "Open Space" designations should apply to such lands for several reasons, as cited below.

"Private" open space areas in La Canada Flintridge consist of relatively large acreage areas which are designed as an integral part of a neighborhood or development. Such open space areas may lend themselves to recreational use. However, the underlying purpose of an open space use (preservation of unique features, density transfer, etc.) should be preserved by the "Open Space" land use designation. Examples of private open space areas include the La Canada Flintridge Country Club, as well as future hillside development projects which may utilize density transfer techniques of development or otherwise establish a large open area for aesthetic or other preservation purposes, possibly to be maintained by a home-owner's association.

"Public" and "semi-public" open space uses consist of major utility rights-of-way, public parks and school playgrounds. Major utility rights-of-way in La Canada Flintridge have also afforded an opportunity to extend the local trail system without disrupting residential property uses.



3.4 HISTORIC RESOURCES

Several sites and structures throughout the community are recognized as being part of the City's historical heritage. They are:

1. "Homewood", Jacob Lanterman home, 1322 Verdugo Boulevard (1876)
2. "Foxwood", Senator Flint homesite (C. Jones' home)
3. "Pink Castle" Lt. Governor Wallace home (1910) , 5455 Castle Knoll Rd.
4. Dr. Roy Lanterman home, Orange Knoll (1895)
5. Nadeau House, Chevy Chase and Hampstead (1923)
6. Knight homes, 600 and 640 Knight Way (1925 and L930)
7. Wenzl home, "Villa Elena", 1619 W. Fairmount Avenue, (McKIIIp)
8. Ralph Moses home, Palm Drive and Lombardy Drive
9. Descanso Gardens, Manchester Boddy Estate, Descanso Drive (1930)
10. St. Francis High School, site of Flintridge Country Club (1925)
11. Sacred Heart Academy, "Flintridge Biltmore Hotel", 440 St. Katherine Drive (1923)
12. Flintridge Riding Club, 4625 Oak Grove Drive (1923)
13. The site of La Canada Elementary School (1917)
14. The site of Flintridge Preparatory School (1920)
15. Berkshire Bridge (1923)
16. Deodar trees, Alta Canyada area
17. Edwin T. Earl home, Alta Canyada area

E.R.M.E.

18. Gould eucalyptus trees (Gould)

19. Santa Inez Oak trees

20. Punks Sanitarium (1875) also known as the "Old Verdugo Heights Health Resort", located north of El Vago Street, (Frank P. Doherty home)

21. Indiana Avenue and Curran Street between Foothill Boulevard and 210 freeway. First public streets.

22. Church of the Lighted Window, southwest corner of Foothill and Verdugo Boulevards. First site of the First Congregational Church.



23. Lanterman Residence, 4420 Encinas Drive (added by amendment 5/17/82)

A local historical society was recently established. The efforts of this group will result in the identification and preservation of these and many more historical landmarks.

3.5 ENVIRONMENTAL MANAGEMENT

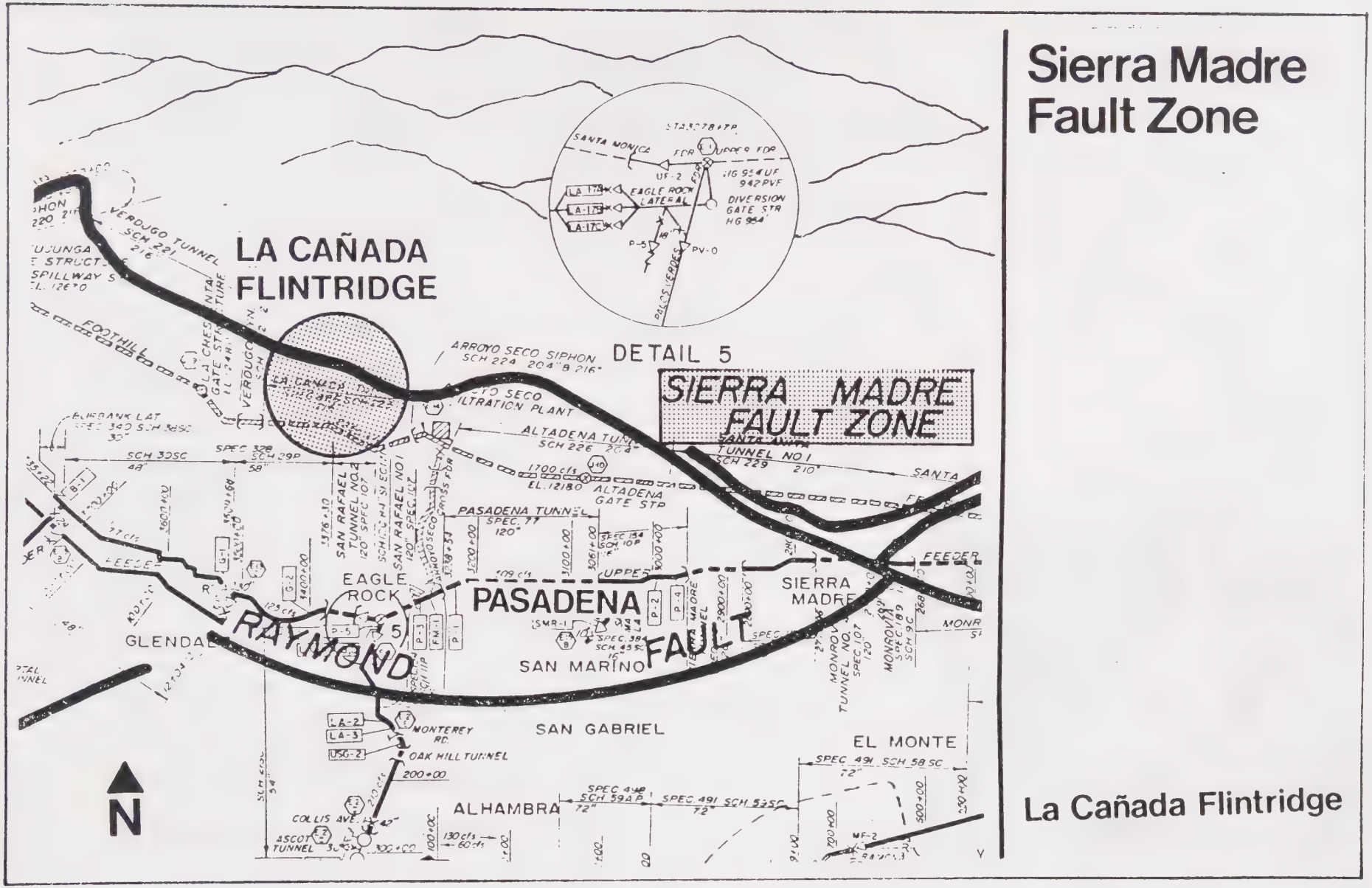
The City has an ongoing responsibility for the management of several aspects of the local government.

3.5.1 SEISMIC SAFETY

The western coast of California lies within one of most seismically active regions on Earth. The Raymond fault, located 9 miles to the south, San Andreas Fault, located 40 miles to the northeast and San Fernando Fault, located 20 miles to the northwest are the only recorded active faults near La Canada Flintridge. However, because these faults do not pass directly through the City, significant concerns attributable to them are limited to ground shaking and its after effects.

E.R.M.E.

Figure III - 2


Sierra Madre Fault Zone
LA CAÑADA FLINTRIDGE
DETAIL 5
SIERRA MADRE FAULT ZONE
PASADENA
EAGLE ROCK
RAYMOND FAULT
GLENDALE
SAN MARINO
SAN GABRIEL
EL MONTE
ALHAMBRA
SIERRA MADRE
N
La Cañada Flintridge

The Sierra Madre Fault passes directly through La Canada Flintridge. This fault has been the subject of recent investigations by a team of researchers under contract to the United States Geological Survey (USGS). Two particular findings of the USGS study are of particular significance to the City of La Canada Flintridge. The first is that the greater the distance from its junction with the San Fernando fault, the less active the Sierra Madre fault zone is. Secondly, the Special Study Zone will probably only be applied to that portion of the Sierra Madre fault zone extending west from La Crescenta.* As a result, the preliminary conclusion of this report to be released in 1980 indicates that the Sierra Madre fault, extending easterly from the City's western boundary, is not active and will not be designated an active fault by the California Department of Mines and Geology. This same fault, located west of the City, will probably be designated "active" and therefore be subject to the Alquist Priolo Act. The Alquist Priolo Act requires seismic hazards investigation for new development within the fault zone corridor.

3.5.2 WATERSHED-FLOOD CONTROL

The community of La Canada Flintridge is located at the base of the San Gabriel Mountains and is part of the extended Los Angeles River watershed. This watershed drains an area from the crest of the San Gabriel Mountains to the Pacific Ocean. During the rainy season, usually occurring between the months of October and May, the watershed provides natural runoff to local and regional groundwater basins, with some excess runoff draining to the Pacific Ocean.

*According to Richard J. Proctor, Engineering Geologist, assigned to USGS Study Team on Sierra Madre Fault Zone.

E.R.M.E.

Augmenting natural drainage patterns determined by topographic features in the community, the Los Angeles County Flood Control District has constructed and maintains several channels and debris basins within the City to control potential flood flows. Principal among these facilities are Mullally, Pickens, Hall Beckley, Snover and Weber Debris Basins and channels which collect and drain the westerly parts of the community to the Verdugo Wash. The central and eastern parts of the community are drained into Flint Wash and then into the Devils Gate Reservoir by the Winery Canyon, Hay Canyon, Gould Canyon and Paradise Canyon channels. Drainage for the remainder of the community south of Berkshire Avenue and including the north face of the San Rafael Hills follows, for the most part, natural drainage courses which flow into the Flint Wash.

3.5.3 WATERSHED - GROUND WATER

Natural rainfalls which do not either drain through flood control facilities or evaporate help replenish and recharge the Raymond Basin, a ground water reservoir under La Canada Flintridge, as well as Pasadena, which furnishes a portion of the water used in the community. The Raymond Basin covers an area of approximately 40 square miles and helps serve the partial water needs of several other communities.

3.5.3 (a) WATER RESOURCES

Four local water agencies (Valley Water Company, La Canada Irrigation District and Mesa Crest Water Company and Crescenta Valley County Water District) provide water service to the community. Over 70 percent of all water distributed in the community is imported from Northern California or the Colorado River through facilities of the Metropolitan Water District. The Valley Water Company

obtains approximately 30 percent of its water from local wells which tap into the Monk Hill Basin, a part of the larger Raymond Basin. The La Canada Irrigation District obtains 5 percent of its water from the Raymond Basin and 5 percent from horizontal wells in Pickens Canyon. The Mesa Crest water is 100 percent imported.

(b) SEWAGE DISPOSAL

The City is served by two County Sanitation Districts, namely, District 28 which serves homes near the La Canada Flintridge Country Club, and District 34 serving most of the remainder of the community. The Paradise Valley area located in the northwestern portion of the City is not served by a County Sanitation District, but is scheduled to be improved with sanitation sewerage facilities in conjunction with similar improvements in La Crescenta.

Effluent from the sewage treatment facility in District 28 is mixed with Mesa Crest Water and used for irrigation purposes on the La Canada Flintridge Country Club golf course. The entirety of District 34 (except for the Jet Propulsion Laboratory and Flintridge Sacred Heart Academy which have sewerage facilities tied into the Pasadena Sewerage System) representing approximately 90 percent community, is not sewered and disposes of sewage onsite by means of septic tanks and seepage pits or drain fields.

The slow seepage (percolation) from these subsurface sewage disposal facilities (seepage pits and drain fields) provide additional recharge to the Raymond Basin. According to a study prepared by the Los Angeles County Sanitation Districts (Preliminary Planning Report for Sanitation District 28 and 34; August 30, 1977), wastewaters reaching the groundwater contain little or no biological

contaminants, but may contain high concentrations of nitrates and other minerals. However, a large percentage of imported water is mixed with local groundwater, thereby reducing nitrate concentrations to safe and acceptable levels. Levels of nitrate and other chemical concentrations are monitored by the Regional and State Water Quality Control Boards to assure compliance with State and Federal standards for safe drinking water.

3.5.4 SOILS - EROSION

The soil composition of much of the flatter terrain in La Canada Flintridge consists of the Ramona loam and Hanford (stony) loam series. These soil types, especially the Ramona loam have high agricultural use value and provide adequate base for citrus crops. Soils in the higher elevations of the City are composed primarily of a Holland loam, which is a gritty soil usually giving way to its granite bedrock, and rough, stony soil of granite origin. The steepness of the terrain and scouring action of water runoff has resulted in extensive natural erosion. Following heavy rainfalls, large amounts of debris and topsoil are washed down from higher elevations in the community to the lower elevations. Although natural and introduced vegetation has substantially reduced the extent of local erosion, vacant land with steep slopes continues to erode significantly during periods of moderate to heavy rainfall.

3.5.5 NATIVE VEGETATION

Vegatation native to the community consists principally of chaparral of medium to high density on the San Rafael Hills and San Gabriel Mountains. Many plant species comprise this chapparal including scrub oak, sagebrush, Spanish broom, manzanita, annual grasses, herbaceous shrubs and ceonothus.

The growing season for this native vegetation spans the winter months, inasmuch as summers locally are characteristically long, hot and arid; and winters usually short and mild, with considerable moisture. Fires burn off this vegetation in extended cycles, controlling the density of accumulated growth. If a long period of time passes without such fires, the result, if a fire does start, is usually a fire storm or a burning off of the long buildup of dead vegetation. This situation exists now in the front country immediately above La Canada Flintridge. When a fire storm takes place, the resulting extreme heat (5000 degrees F.) creates a hydrophobic soil condition. Gasses permeate the soil crust forming a waxlike layer on the surface. This surface layer prevents moisture from penetrating and causes soil erosion and flooding. The most recent brush fire of this nature occurred near the western City boundary in November, 1975. The winter rains which follow such events and promote the new vegetation growth, inevitably result in flooding and soil erosion due to burnoff of the mature plant cover.

Plants, shrubs, trees and grasses not native to the community are cultivated in residential gardens, in parks and along roadsides with much success. Such introduced plantings contribute significantly to the beauty and character of the local landscape. Included among plants in this introduced category are a variety of annual and perennial flowering plants such as camellias, azaleas, roses, chrysanthamums, bird of paradise, iris and numerous tree varieties such as maples, cypress, eucalyptus, conifiers and ornamental and various fruit bearing trees. In addition, non-native vegetation is introduced by County and Federal seeding programs after fires.



E.R.M.E.

3.5.6 FAUNA

The La Canada Flintridge area is the home for many species of small birds. Bird species commonly observed in this community include dove, quail, towhee, hummingbird, sparrow, jay, owl, wren, crow, raven, swallow, woodpecker, mockingbird and various species of finches. Larger varieties of birds, such as hawks, vultures and water fowl are also found in the area. There are approximately 150 different migratory and resident species of birds in the community at various times throughout the year.

Various species of rodents, including squirrels, rabbits, rats, mice, gophers and chipmunks are also common to this locality. Other animals regularly found in the La Canada Flintridge area are deer, coyotes, skunk, raccoons, opossums and various species of reptiles, such as rattlesnakes, gopher snakes and lizards. Bees and other insects are abundant. Most of the wildlife that has survived in progressive urbanization of the area has, by now, adapted fairly well to the environment.

3.5.7 RARE AND ENDANGERED SPECIES

Horticulturists, biologists and other authorities on biota, both local and non-residents familiar with the area, agree that several local species of flora and fauna are significant, but no species listed on rare and endangered species lists developed by the California Native Plant Society are currently known to exist anywhere in the community. A high priority of care and concern has been registered, however, for pine trees and native oaks and sycamores threatened by continued urban land uses in the area. Further, many of the oak trees are slowly dying of oak root fungus, a disease created by a combination of moisture and warm temperature. Air pollutants

are adversely affecting the pines and redwoods. Among animal species that are decreasing in abundance in the area are long-eared owls and deer.

Urbanization of the community has affected the habitat that originally supported these species and has placed significant constraints on their chance for continued survival within the City's boundaries.

3.5.8 MUDFLOWS/LANDSLIDES

As a result of its proximity to the San Gabriel Mountains, portions of the City of La Canada Flintridge are subject to landslides and seasonal mudflow. Historically, both types of disasters have prompted precaution in hillside development, as well as the establishment of substantial debris basins and flood control structures. These facilities are currently maintained by the Los Angeles County Flood Control District (LACFCD). As an additional precautionary measure, the LACFCD reviews proposals for new urban development in the City and recommends measures to mitigate potential mudflow and flood/debris hazards. Landslides occur most frequently in the community as a result of manmade cuts and fills in hillside developments. Much of the bedrock in both the San Gabriel Mountains and San Rafael Hills is of granite composition. Soil depths vary from one to 30 feet, and soil textures range from loose sands and gravels to more stable granite formations. Regulation of design of created cut and fill slopes to ensure their stability has become a primary concern in hillside communities such as La Canada Flintridge.

E.R.M.E.

3.6 SCENIC ROUTES

The City of La Canada Flintridge is located in one of the most picturesque areas of Los Angeles County. The mountainous background, lush vegatation and attractive residential neighborhoods built into the local hillside terrain project an aesthetically pleasing community image in contrast with the congested Los Angeles metropolitan area. Significantly many of the visual attributes of the community are enjoyed by both local residents and by non-residents utilizing transporation corridors through the community.

Both the State of California and Los Angeles County have the authority to designate transportation routes within the County as Scenic Highways. However, to qualify as an "Official Scenic Highway" by State standards, a route must be designated as a potential scenic highway (Streets and Highways Code 263), provide a significant view of special features of resources, and be protected by means of adequate development standards adopted and enforced by the controlling jurisdiction. Currently, the only State-designated scenic highway in the County is the Angeles Crest Highway north of the City within the Angeles National Forest.

Short of qualifying as an "official" (State) scenic highway, the County, as well as the City, may designate scenic corridors which provide special features and have good scenic qualities. The following routes are the most scenic in the City:

1. Angeles Crest Highway (from Foothill Freeway northward to Angeles National Forest)

2. Foothill Freeway (Interstate 210)

3. Glendale Freeway to Foothill Boulevard

E.R.M.E.

CONSERVATION

HILLSIDE DEVELOPMENT

4.1 Prominent landforms within the community including, but not limited to, ridges, knolls, valleys, creeks (either dry or active) or other unique topographic features or viewscapes should be maintained in their natural state to the maximum extent feasible. The most significant land forms are identified in the Environmental Resources Management Map, Figure III-3 located in the Appendix.

4.2 Major hillside velwscapes visible from points within the City should not be detrimentally altered by the intrusion of highly visible cut or fill slopes, building lines and/or road surfaces.

4.3 The visual impact of grading should be minimized. Manmade slopes should be irrigated and landscaped to prevent erosion and to soften the visual appearance of the finished slope.

4.4 Development in hillside areas should be planned and designed in such a manner as to avoid flood, mudslide and subsidence hazard to residents and structures on or near hillside areas, as well as downhill of any project.

4.5 Approval of hillside development proposals should be granted only if proper soil reports, hydrology reports, bedrock foundation reports and other engineering or technical documents have been submitted and satisfactorily reviewed, in order to ensure safe development.

4.6 To ensure proper hydrologic drainage and bulked-flow runoff, natural stream gradients should not be reduced.

E.R.M.E.

4.7 Developments adjoining areas of high fire risk should be required to implement measures to reduce the risk of property damage and hazard to people as well as loss to the valuable watershed. Proper fuel breaks between the fire risk area and habitable structures shall be maintained.

HISTORIC AND ARCHAEOLOGIC RESOURCES

4.8 The City shall encourage and work with the La Canada Flintridge Historical Society in designating and preserving local historical resources and maintaining an inventory of buildings and other significant historical sites.

4.9 Public awareness of the significance of the area's historic features should be encouraged.

4.10 Landmarks should be identified by means of appropriate monuments, plaques, displays or other means to publicly designate historic sites and commemorate their signficance.

4.11 Archaeological investigations should be required of large, undeveloped sites for which development is proposed as required for compliance with the California Environmental Quality Act.



WATER RESOURCES

4.12 Review should be required of all development projects which have a potential for causing a deterioration of ground water quality beyond standards imposed by the State Water Quality Control Board to assure compliance with State and Federal Standards. Methods should be developed by which activities detrimentally impacting ground water quality can be controlled.

4.13 The City should make every effort to see that new projects are designed so as to preserve and protect the watershed in and near the City from pollutants, excessive changes in natural drainage courses, wildfires and other natural or manmade detrimental effects upon the watershed system. Where practical and feasible, the City may undertake programs to accomplish these ends.

VEGETATION RESOURCES

4.14 The City may consider the adoption of a heritage tree ordinance for the purpose of identifying and preserving significant trees.

SOILS

4.15 Measures which establish minimum standards for grading, excavation, cut and clearing of vegetation, revegetation of cleared areas, drainage control and protection of exposed soil surfaces should be adopted to control erosion, production of sediment and mudslides and other earth movements.

OPEN SPACE

PRESERVATION OF UNIQUE RESOURCES

4.16 The rural, hillside character of the community should be maintained by regulation and development control, thus preserving the unique setting and significant resources in the San Gabriel Mountains and San Rafael Hills.

4.17 Publicly owned open space land shall be retained as such. Reasonable efforts should be made to acquire large portions of privately owned hillside properties which contain such significant community features and resources as natural chaparral and wildlife habitat, areas of passive recreation, settings for riding and hiking trails and outdoor education, and other community-wide hillside amenities.

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Open space areas of particular value include Cherry Canyon, Weber Canyon, Gould Canyon, Winery Canyon, Hall Beckley Canyon, Snover Canyon, Hay Canyon and their surrounding hillsides.

RECREATION

4.18 When economically feasible and consistent with proper planning and land use objectives of the community, the City should acquire and/or develop playfields (softball, soccer, etc.), picnic grounds and other similar recreation facilities. The City should also seek dedication of land and/or fees in lieu of such dedication for recreational purposes as a requirement of new residential land divisions.

4.19 The City should cooperate with public agencies, public utilities and private organizations, including the Los Angeles County Flood Control District, the Los Angeles County Fire Department, the La Canada Unified School District and the Southern California Edison Company to promote the use and development of public recreation areas on their land. Such facilities are important to the City's efforts in providing a balanced recreation program.

4.20 In an effort to protect residents from potential adverse environmental impacts, health and safety hazards and audible nuisances, the City should prohibit the use of off-road vehicles from operating within the City limits.

4.21 The City should continue to encourage privately owned recreation facilities which create minimal neighborhood disruption, provide for ample parking and have adequate support facilities.

E.R.M.E.

4.22 Privately owned recreational and open space areas designed as an integral part of a land use development should be designated as an "open space" land use. Subsequent changes to such designations and land uses should be effectuated only after a thorough review of the entire development (as originally designed) has been performed.

4.23 The Environmental Resource Management Map (Figure III-3, located in the Appendix), should be adopted as a policy map which designates all existing hiking and equestrian trails and designates for dedication (acquisition) proposed trails to complete the La Canada Flintridge hiking and riding trail network.

4.24 All publicly-owned lands committed to open space use or utility right-of-way use should be preserved as "open space".

SEISMIC SAFETY

4.25 The City's building and development regulations and emergency services plan should be designed to reduce potential hazards associated with seismic activity.

SCENIC ROUTES

4.26 The City should designate a system of Scenic Routes as designated on the Environmental Resources Management Map (Figure III-3 in the Appendix).

4.27 The City may consider adoption of special scenic route design criteria for development and maintenance of properties adjoining scenic routes and may regulate architectural design, setbacks, building height, signing and landscaping along designated scenic routes.

E.R.M.E.

CONSERVATION

5.1 The City shall prepare and keep current a Hillside Development Management Program which will ensure quality hillside developments by establishing standards for preservation of prominent land forms erosion and drainage control, landscaping and similar concerns.

5.2 The City shall adopt the prominent landforms as designated on the Environmental Resources Management Map (Figure III-3 in the Appendix). These features are examples of landforms proposed for preservation.

5.3 The effectiveness of the provisions of the Hillside Development Management Program shall be monitored by the Planning Commisison and City Council on a regular basis and revised when found to be necessary.

5.4 The City shall adopt land use management and density control provisions for all hillside properties which exceed an average 15 percent natural slope.

The City should consider adoption of more stringent density and development standards where existing or natural slopes exceed 40 percent, for existing lots as well as both major and minor subdivisions.

5.5 The City shall work with all appropriate agencies to develop a fire control program in the San Gabriel Mountain front country in an effort to protect the valuable watershed and prevent fires.

5.6 The City shall require proper environmental review documents, in compliance with CEQA, for all projects in hillside areas.

5.7 The City shall encourage the La Canada Flintridge Historical Society in its efforts to preserve sites, literature and other items important to the community's heritage.

5.8 The City shall consider adoption of a Heritage Tree Ordinance for the purpose of identifying and preserving significant trees.

5.9 The City shall study methods of improving sewage treatment for the purpose of minimizing ground and surface water contamination. All possible alternative including sanitary sewers and sewage treatment facilities should be considered.

OPEN SPACE

5.10 The City shall seek open space acquisition assistance from the State and Federal governments and other sources.

RECREATION

5.11 The City shall explore means of obtaining potential recreation acreage.

5.12 The City shall adopt, pursuant to the Quimby Act, an ordinance which requires dedication of land or in-lieu fees for acquisition and development of local park facilities. Such ordinance shall achieve 3.5 acres of usable park site per 1,000 residents.

5.13 The City shall adopt land use provisions which allow private recreation facilities in proper locations throughout the community.

5.14 The City shall study potential bikeway routes and appropriate development standards for establishment of a bikeway system.

5.15 The City shall conduct a recreational facilities inventory and demand analysis to determine the need for and proper mix of recreational facilities serving the community.

E.R.M.E.

SCENIC ROUTES

5.16 The City hereby adopts Scenic Routes as designated on the Environmental Resource Management Map (Figure III-3 in the Appendix).

5.17 The City shall consider adoption of special scenic route design criteria for development and maintenance of properties adjoining scenic routes and to regulate architectural design, setbacks, height limitations, signing and landscaping along such routes.

SEISMIC SAFETY

5.18 The City shall monitor the progress of the California Department of Mines and Geology in its study of the Sierra Madre Fault.

E.R.M.E.



Pink Castle

IV Community Design

Community Design

Goals

1.1 Encourage overall development of the community in a manner which is visually pleasing, which preserves and enhances the semi-rural character of the local environment, and which protects the scenic qualities of the community.

1.2 Through cooperation between City government and commercial sector, encourage a thriving, well designed, aesthetically pleasing commercial area, preserving a strong tax base, compatible with the residential nature of the surrounding community.

1.3 Provide standards and guidance for the design and development of commercial facilitities in the community which enhance the City's appearance, aesthetic qualities and business potential.

Conditions, Trends

2.1 RESIDENTIAL

The City of La Canada Flintridge maintains a distinctive community life style. Much of the community was developed prior to mass grading techniques utilized in the 1950's and 1960's. As a consequence, the hillside construction practices in the City resulted in a residential community harmonious with the topography upon which it is located. The net visual impact of these practices is today's semi-rural appearance: winding streets, extensive areas containing native vegetation and homes that blend into the hillsides.

2.2 COMMERCIAL

The commercial area of the City is substantially developed. The commercial district along Foothill Boulevard resembles many other "strip" commercial areas in Southern California, with stores fronting on the sidewalk having limited setbacks, moderate or inadequate off-

street parking, no unified design theme for structures and virtually no landscaping. Exceptions to these are along the north and south side of Foothill Boulevard easterly of Oakwood Avenue. This stretch of the boulevard presents an image more consistent with the overall character of the residential community. The landscaping is generous and the front setbacks of the structures are such that pedestrians do not feel constricted between buildings and the streets.

Commercial activity in the City is oriented to the local residents. It is the City's desire to continue this orientation of a commercial base which also has a regional appeal. It is anticipated that future commercial expansion is likely to be limited and would not include a regional shopping mall.

2.3 FUTURE DEVELOPMENT

Both the residential and commercial sectors are essentially "built out". In the residential sector, it is estimated that there will be only 300 to 400 new dwelling units constructed in the entire City in the next five years, representing an increase of less than five percent in the City's housing stock.

In the commercial sector, orientation will continue to be community/local rather than regional; thus, existing structures will generally suffice. It is anticipated that with City initiative and encouragement, there will be significant reconstruction and remodeling. Since incorporation, the City has reviewed and maintained approval authority over the architectural design of commercial building construction and reconstruction. No such architectural review process has been applied to residential development. However, it is anticipated that future hillside development on slopes exceeding forty (40) percent will be subject to architectural review considerations.

3.1 HILLSIDE DEVELOPMENT

The hillside areas of the community for which further development has been proposed by the property owners represent a potential risk to continued maintenance of the semi-rural character of the City. While these areas are relatively small in total acreage, substantial portions of them are visually very prominent from much of the community. Future construction in such hillside areas should be of a type and style of development - architecture, building materials, colors and landscape scheme - which supports rather than conflicts with the existing community image of a wooded semi-rural area. Components of the City's development regulations focusing specifically on hillside development is accomplished in a manner consistent with the goals and policies articulated in this General Plan.

3.2 COMMERCIAL DEVELOPMENT

Piecemeal commercial development of the community's business district has resulted in inconsistencies in development standards, parking capacity, landscaping, architectural and design character the entire length of Foothill Boulevard. However, because the existing commercial development is functional for current and predictable future needs, there may not be sufficient incentive to stimulate commercial reconstruction or remodeling on a scale large enough to substantially upgrade the visual and aesthetic qualities of the commercial sector in the foreseeable future. Six principal areas of the commercial sector which would help enhance the overall appearance of the community and which mandate prompt attention are: (1) a lack of adequate front setbacks on many commercial structures resulting in structures which crowd the sidewalk and street; (2) general lack of landscaping - a problem amplified by the inadequate setbacks described above; (3) a lack of sufficient

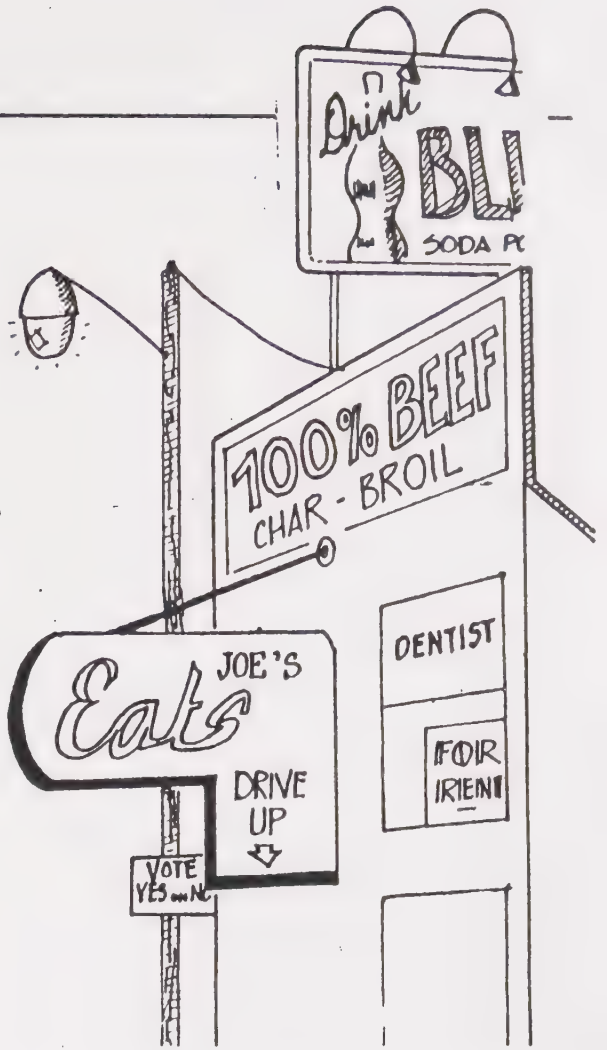
and/or well-designed off-street parking, resulting in general inconvenience, traffic congestion, and potential traffic safety hazards; (4) an excessive number of signs, many of which lack good design; (5) exposed roof mounted apparatus on commercial structures; and (6) public utility lines.

3.2.1 FRONT SETBACKS

In response to the need for increased front setbacks, the City has, in practice, discarded setback provisions of the adopted Los Angeles County Zoning Ordinance and has required ample setback for new commercial development. This practice has resulted in the development of a more open style and has allowed for increased landscaping. The City's policy should specify a minimum public sidewalk width and setbacks be measured from the inner edge of the public sidewalk. Finally, since many of the commercial lots have depths that are substandard by most modern requirements, application of setback policy necessitates that consideration be given to such constraining factors.

3.2.2 LANDSCAPING

Many of the modern commercial structures in La Canada Flintridge have incorporated extensive landscaped areas in their designs, which softens the traditional formal exterior of commercial establishments. Landscaping is an important component of a favorable visual impact. It is important along Foothill Boulevard as well as in the parking areas. Large, striped, unlandscaped asphalt parking lots are aesthetically inconsistent in character with the semi-rural image of the community. On the other hand, parking lots which are landscaped with trees and shrubbery become important components of the open and green space image desired by community residents.



3.2.3 COMMERCIAL PARKING

Establishments within the City provide off-street parking that is inadequate by today's standards in both area and design. On the south side of Foothill Boulevard, shallow lots have forced commercial structures to suffer from proportionately shallow depth and have restricted parking to very tight areas. On the north side of Foothill Boulevard, commercial lots are generally larger, but parking arrangements are still functionally insufficient and in most cases not visually attractive. A review and revision of local ordinances regulating parking standards will be necessary to significantly improve these conditions. It is essential that the City encourage that the design and layout of commercial parking facilities enhance the semi-rural character of the community.

3.2.4 COMMERCIAL SIGNING

Existing commercial signing does not in certain instances reflect the quality and attractiveness of this community. There are too many signs competing with one another at the expense of the enterprises they are intended to identify; a large number of freestanding and roof signs dominate their surroundings; several commercial developments with a high ratio of signing to commercial building area; and large off-site billboards which dwarf local businesses adjacent to them. Ideally, all commercial signing, particularly large or highly visible signs, would be designed in such a fashion that the scale of adjacent facilities would be respected and the signing would be aesthetically compatible with its surroundings.



3.2.5 ROOF MOUNTED APPARATUS

Both old structures which are upgraded for user comfort and new structures which are designed with modern conveniences frequently have exposed air conditioning units, compressors, piping and other equipment or apparatus mounted on the roof. The negative visual appearance of such equipment can be eliminated by proper design in the early stages of the remodeling or construction planning; or minimized by location and screening when such equipment is placed on existing buildings.

3.2.6 UTILITY LINES

The overhead utility lines on Foothill Boulevard, Verdugo Boulevard and Angeles Crest Highway are a highly visible and negative aesthetic factor in the community. For the most part, utility poles in the community carry telephone lines, local distribution, high voltage and transmission lines and transformers, as well as street lighting on Foothill Boulevard. As a result, the overhead utility lines reach highly visible heights exceeding sixty feet and carry extremely visible and obtrusive lines and utilities adding a negative factor to the community's physical appearance. The City has approved the undergrounding of utilities along Foothill Boulevard from Angeles Crest Highway to Commonwealth Avenue which is to be completed by 1981.

3.3 COMMERCIAL REMODELING

The commercial sector of the community has developed over the years without a uniform plan. The absence of good individual or supplemental architectural design; inconsistencies in building setbacks; overall deficiencies in parking; a lack of landscaping; and other factors previously identified in this Element have been factors leading to the present appearance of the commercial sector.

It is anticipated that private redevelopment and remodeling will occur in the future. Guidance provided for the upgrading should be in the direction of long range community goals for the purpose of visually merging design elements of the commercial strip with similar elements of the residential community.

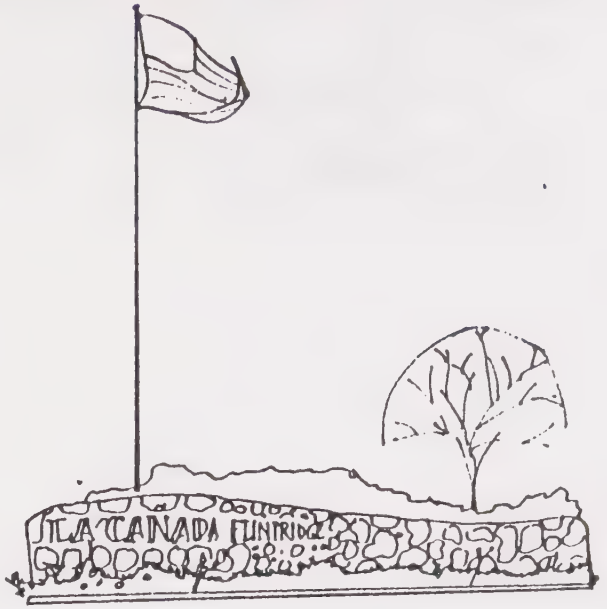
3.4 CITY IMAGE

A city's infrastructure includes utility service, sewage removal and disposal systems and transportation and communication systems. The infrastructure system is the single most prevalent and continuous element of the urban environment. Almost every resident travels on or uses the infrastructure system each day. It should, therefore, reflect the standards of the community in its design, development and maintenance. Traditionally, the elements of a community's infrastructure system were designed and constructed with little attention to the aesthetic relationship of one component of the system to another. Performance and capital cost considerations were given almost exclusive priority, and visual effects, such as a forest of overhead utility wires, were not considered important. However, changes in technology have now made it possible for communities to give consideration to aesthetic impacts, and the issue of visual quality has been given increased importance in our lives. Overhead utility installations, typically a flagrant aesthetic offense in an infrastructure system, are now installed underground simultaneously with other services such as water and gas, when development takes place. The aesthetic qualities of the City of La Canada Flintridge, positively defined by the features of its semi-rural character as discussed previously, are detrimentally impacted by several components of the community's infrastructure system. Specifically, unsightly overhead utility lines on the south side of Foothill Boulevard, from approximately the Foothill Freeway on the east to Verdugo Road on the west, detract significantly from the appearance of the City's central business district. Further, the entrance to the City at the terminus of the Glendale Freeway (State Route 2) at

Foothill Boulevard, suffers from lack of landscaping and an abundance of starkly prominent highway signing. The underground installation of utilities, landscaping and creative treatment of street furniture (i.e. street lights, benches, trash receptacles, sidewalk paving) can be used continuously throughout a community to enhance its image.

3.5 CITY MARKERS

Another aspect of City image is public signing, in particular, signs indicating that a visitor is now in the City of La Canada Flintridge. Except for the west end, the City is clearly separated from adjoining communities by natural topographic features. Because of the unique style of development, an opportunity exists to develop a signing program that depicts the desirable aspects of the community. In this regard, one concept would entail the standardization of a community logo and the placement of a number of small monuments (similar to the California State historical markers) at key entrances to the community. Since the purpose of the signing program would be to introduce the visitor to the community in its most favorable light, the precise placement of such signs is very important.



The major gateways to the community exist at the terminus of the Glendale Freeway at Foothill Boulevard and at the east and west City boundaries of the 210 freeway. The City should seek State assistance in order to develop and maintain tastefully landscaped entrances to the community with appropriate markers at these locations.



Other important locations where City identification might be appropriate are:

1. Linda Vista Avenue at the City limits.
2. Berkshire Place at Oak Grove.
3. Berkshire Place at the offramp from westbound 210 freeway.
4. Angeles Crest Highway at City limits.

Community Design

5. Verdugo Boulevard near Wishing Hill Drive.
6. Chevy Chase Drive near Figueroa Street.
7. Foothill Boulevard at Pickens Canyon.
8. Ocean View Boulevard northbound south of Foothill Boulevard.

Policies

4.1 The City's development regulations should include specific provisions to ensure the preservation of significant landforms, as shown on Figure III-3 in the Appendix, and to guarantee that future hillside residential development is consistent with the best examples of existing development. Significant landforms are any ridges, knolls, valleys, creeks, either dry of active or other unique topographic features or viewscapes as depicted on the Environmental Resource Management Map (Figure III-3) in the Appendix.

4.2 The City should encourage residences developed in hillside areas to be designed, landscaped and built of materials which blend with the existing environment.

4.3 The City should review all plans for development within the commercial sector for compatibility with surrounding developments and guidelines.

4.4 The City should provide guidance for architectural design, landscaping and signing criteria for all commercial development to achieve development of the highest quality.

4.5 The appropriate use of landscaping should be encouraged in conjunction with architectural review of any structure and utilization of any setback.

4.6 The City should require that land uses in commercial zones be landscaped, irrigated and properly maintained in required front setback areas as well as along the perimeter and interior of parking lots.

4.7 The City should require a landscaped setback for commercial structures of ample depth relative to building height to assure the provision and maintenance of substantial landscaping and to achieve an architecturally integrated design and appearance from the street.

4.8 The City should take steps to minimize potential negative impacts of commercial signs on the City's semi-rural image.

4.9 The City should seek State assistance in the development of a landscaped entrance to the community with appropriate markers at the terminus of the Glendale Freeway off-ramp at Foothill Boulevard and at the east and west City boundaries of the 210 freeway

Programs

5.1 The City has adopted and shall implement a Hillside Development Management Ordinance, into which are incorporated design criteria ensuring development of hillside properties in a manner and quality consistent with existing community character.

5.2 The City shall require architectural review for projects which involve construction of a home(s) on natural or manmade slopes in excess of forty (40) percent.

5.3 The City shall consider adoption of a Heritage Tree Ordinance to assure preservation of significant and native trees.

5.4 The City shall adopt architectural design, landscaping and signing standards; and establish an architectural review process for all commercial development.

5.5 The City shall set forth standards in the zoning ordinance for the development of landscaping of commercial uses which may require substantial building setback relative to building height from street frontage, as well as the provision for maintenance of landscaping in required front setback areas and in off-street parking areas.

5.6 The City shall consider adoption of an ordinance requiring that all roof mounted equipment on both existing and new structures in the commercial area be screened from public view from adjacent public thoroughfares and from the opposite side of the street.

5.7 The City shall consider adoption of a comprehensive sign ordinance regulating signing in the community. This ordinance shall provide for a reasonable amortization period for nonconforming signs.

5.8 The City shall conduct a study to determine the possibility of forming a City-wide community improvement district(s) for the purpose of improving the general appearance of the community as recommended in this and other elements of the General Plan, including, but not limtied to: (1) the undergrounding of all overhead utility lines on Foothill Boulevard, Verdugo Boulevard and Angeles Crest Highway; (2) landscaping within the public rights-of-way; and (3) assisting the private sector in land acquisition and development of landscaped commercial parking areas.

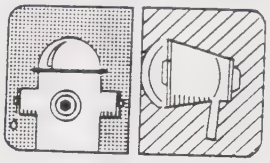
5.9 The City shall take positive steps to improve the appearance of Foothill Boulevard, Verdugo Boulevard and Angeles Crest Highway by undergrounding public utility lines and equipment; and eliminating utility poles along these roads as economic resources permit.

5.10 The City shall seek State assistance in the development of a landscaped entrance to the community with appropriate markers at the terminus of the Glendale Freeway at Foothill Boulevard and at the east and west City boundaries of the 210 Freeway.

5.11 The City shall require a minimum 8 foot wide sidewalk in the public right-of-way fronting new commercial development.

VII Noise

SAFETY · NOISE



LEGEND

HAZARD AREAS

- Fire
- Flood

NOISE-SENSITIVE FACILITIES

- Public School
- Private School
- Hospital

SAFETY FACILITIES

- Sheriff's Department
- Fire Station

SEISMIC SAFETY

- Historical Fault

EVACUATION

- E Potential Route

1979

Noise

Goals

1.1 Provide for a residential environment free from unwarranted and offensive noise.

1.2 Minimize the generation and intrusion of noise from the commercial area, where it interferes with the comfort and health of residents, employees and customers.

Conditions, Trends

In an effort to provide a basic understanding of noise environments, following are terms common to discussions of noise and a scale indicating the association between noise measurements and common or familiar sounds.

AMBIENT NOISE

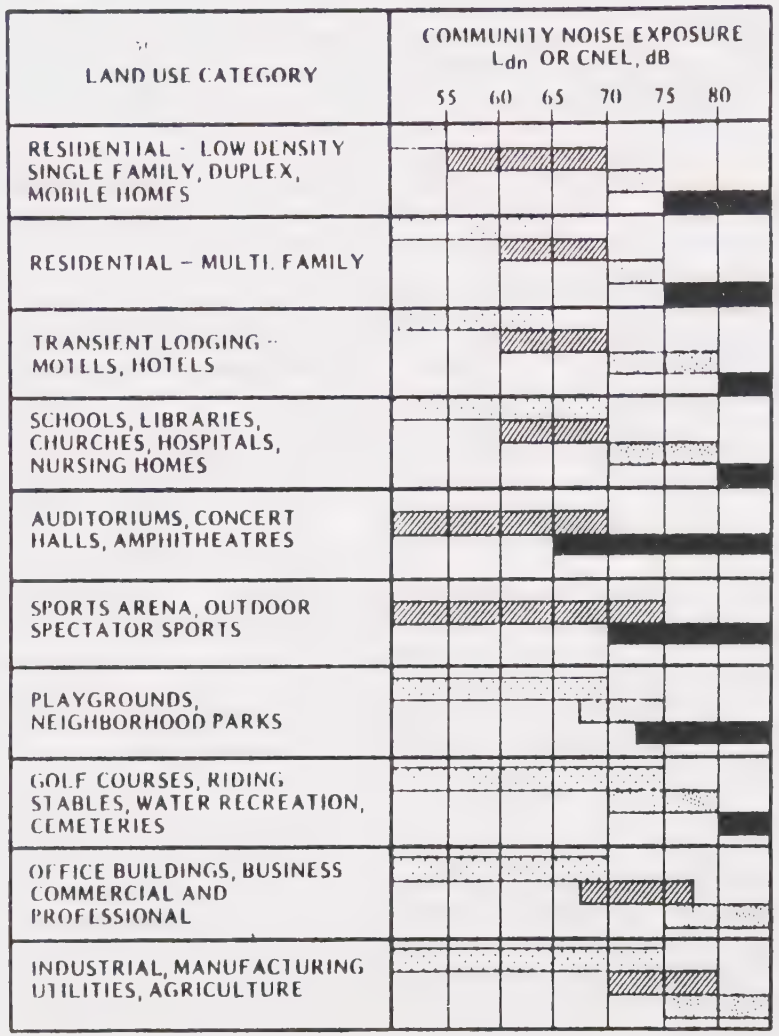
The composite of noise from all sources near and far. In this context, the ambient noise level constitutes the normal or existing level of environmental noise at a given location.

A-WEIGHTED SOUND LEVEL

The sound pressure level in decibels as measured on a sound level meter using the A-weighting filter network. The A-weighting filter deemphasizes the very low and very high frequency components of the sound in a manner similar to the response of the human ear and gives good correlation with subjective reactions to noise.

COMMUNITY NOISE EQUIVALENT LEVEL, CNEL

The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00 p.m. to 10:00 p.m. and after addition of 10 decibels to sound levels in the night before 7:00 a.m. and after 10:00 p.m.



Land Use Compatibility Chart

INTERPRETATION

NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

City of La Cañada Flintridge, California

1980

DECIBEL dB

A unit for describing the amplitude of sound, equal to 20 times the logarithm to the base 0 of the ratio of the pressure of the sound measured to the reference pressure, which is 20 micropascals (20 micronewtons per square meter). A decibel measured on the A-weighted filter network is denoted as dB-A. (See Pressure Range Chart)

2.1 Significant noise pollution is limited to the amount of traffic noise generated along the Foothill Freeway (Interstate 210) and the Glendale Freeway (State Route 2), the latter of which opened to traffic in April, 1978. In addtion, less offensive, yet still significant noise emissions are generated along the Foothill Boulevard commercial strip, where substantial automobile and light truck traffic-generated noise emissions impact noise sensitive uses.

2.2 Throughout the remainder of the community, noise emissions consist of typical noise associated with local automobile traffic, service vehicle traffic and residential maintenance and construction activities. In selected neighborhoods, additional noise is generated from school playgrounds and other recreational facilities. However, the noise emissions generated by these facilities do not normally exceed acceptable levels.

3.1 FOOTHILL FREEWAY

The Foothill Freeway (Interstate 210) traverses the City on an east-west axis extending from the Golden State Freeway (Interstate 5) west to Pasadena. In 1978, the freeway was not yet completed through Sunland-Tujunga and, consequently, traffic volumes will ultimately increase significantly. Present plans call for this connection to be completed in the early 1980's. Subsequent to completion, projected increases in truck traffic are expected to generate proportionate increases in noise emissions.

Issues

Noise

For the most part, the freeway is constructed below grade, with adjoining landscaped buffer strips as wide as seventy-five feet on each side. At Hampton Road, in the eastern part of the community, the freeway rises above grade and continues overhead to the eastern City limits.

Noise sensitive uses adjoining the freeway include single family residences, office buildings and several schools. The State Department of Transportation (CALTRANS) has monitored noise levels as a result of many complaints. Based upon measurements taken at several points along the freeway, by Caltrans, noise levels generated from the freeway generally already surpass the normally acceptable 60 decibel (dBA) level for residential dwellings (See Figure VII-1 Land Use Compatibility). Further, Caltrans forecasts that by the year 2000, these noise levels will approach or exceed levels which are only conditionally acceptable.

3.2 GLENDALE FREEWAY

The Glendale Freeway (State Route 2) is a north-south limited access route extending from a point just west of the Golden State Freeway (Interstate 5) to its northern terminus at the Foothill Freeway (Interstate 210). The freeway off-ramp is raised approximately 80-100 feet above grade to attain property elevations to intersect with Foothill Boulevard. At its juncture with Foothill Boulevard, the freeway is at grade, with several homes at a somewhat lower grade abutting the east side of the freeway. Noise readings taken in 1978 in this area indicate freeway noise exceeds the normally acceptable level (60 dBA) for residential dwellings and noise emissions are expected to increase slightly by the year 2000. Since the freeway opened in April, 1978, residents adjoining the Freeway and its off-ramp onto Foothill Boulevard have constantly registered concern about the level of noise generated from the freeway. Such residents and the community as a whole agree that noise levels are far beyond the noise levels existing prior to the Freeway and such noise exceeds this community's standards.

PRESSURE RANGE OF RECOGNIZABLE SOUNDS

PRESSURE IN DECIBELS dBA	COMMON SOUNDS
170	
160	Medium Jet Engine
150	Large propeller aircraft
140	Air raid siren
130	Riveting and chipping
120	Discotheque
110	Punch press
100	Canning plant, subway
90	Heavy city traffic
80	Busy office
70	
60	Normal speech
50	Private office
40	Quiet residential
30	neighborhood
20	Whisper
10	
0	Threshold of hearing

3.3 FOOTHILL BOULEVARD

Foothill Boulevard is a major thoroughfare, averaging 80 feet in width and carrying four lanes of east-west traffic totaling approximately 18,000 vehicles daily. It is estimated that 80 percent of this traffic consists of local automobile trips. However, the noise generated from this number of vehicles can become objectionable to pedestrians and occupants of residential or commercial units fronting Foothill Boulevard. Significant noise is also generated by truck traffic utilizing Foothill Boulevard as a major delivery route.

Policies

4.1 The City should pursue all reasonable steps to ensure that noise attenuation facilities will be installed along freeways and freeway approaches in areas adjoining residences and other noise sensitive uses.

4.2 The City should strive to regulate and eventually prohibit through truck traffic on Foothill Boulevard east of Ocean View Boulevard.

4.3 The City should require all new nonresidential uses to be designed to have minimum noise impact upon neighboring properties or uses.

4.4 The City should, in its regulation of activities in residential zones, prevent noise levels in excess of those appropriate to residential living.

Programs

5.1 The City will insist that the State provide noise attenuation facilities on freeways adjoining noise sensitive uses.

5.2 The City will adopt noise regulations to ensure that development is designed and maintained to minimize noise impacts on adjoining uses.

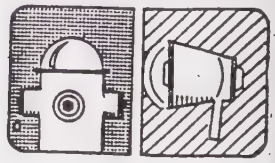
5.3 The City shall undertake a review of its noise control and abatement regulations with an intent to enact and enforce such ordinances as are required to encourage development which will allow that all residents may realize the peaceful and quiet enjoyment of their property.

5.4 The City shall obtain noise contour information from the California State Department of Transportation identifying decibel levels along the freeway frontage through the community. Such information shall be mapped and included in this Noise Element to aid in identifying noise problem areas.

5.5 The City will adopt noise regulations to ensure that development is designed and maintained to reduce noise and to maintain a suitable interior noise environment.

VIII Safety

SAFETY · NOISE



LEGEND

HAZARD AREAS
- Fire
- Flood

NOISE-SENSITIVE FACILITIES
- Public School
- Private School
- Hospital

SAFETY FACILITIES
- Sheriff's Department
- Fire Station

SEISMIC SAFETY
- Historical Fault

EVACUATION
- E Potential Route

1979

Safety

Goals

1.1 Develop plans and programs to reduce danger to life and property from natural and manmade hazards, with special attention to fire, flood and slides.

1.2 Develop plans and programs to provide for rapid and effective response to disasters and threats of danger to life and property.

Conditions, Trends

2.1 FLOOD HAZARDS

The Los Angeles River Flood Prevention Program, administered by the Los Angeles County Flood Control District, has been responsible for correction of the major flood control deficiencies in the community. Flood damage from record setting heavy rains of 1978 was minimal due to properly maintained flood control facilities, vacant slopes covered with natural vegatation and the fact that many steep slopes are still undeveloped. However, in those steep areas affected by the storm, damage resulted from mudflows, debris accumulation in debris basins, and landslides attributable to saturated soil on steep slopes and erosion in Pickens and Hall Canyons.

2.2 FIRE

Major factors affecting fire hazard in La Canada Flintridge are temperature, moisture, winds, slope, fuel loading, construction and subdivision design, water supply and response time.

2.2.1 WINDS

During the summer and fall months, the City is affected by hot, dry weather. Fire hazards are greatly increased when hot, moistureless Santa Ana winds blow in from the desert. As the winds move over the mountains east of the City, their velocity substantially increases. The additional oxygen brought to a fire by winds increases the fire's heat and produces strong thermal currents which can carry firebrands.

2.2.2 SLOPE

The steepness of a slope has an important effect on fire behavior, placing larger areas of fuel in closer proximity to flames. As a general rule, the rate at which a fire spreads increases as steepness of slope increases. The majority of hillside area in the City is in excess of 30 percent slope. When the Santa Ana winds combine with steep slopes, the effect can be particularly hazardous.

2.2.3 FUEL LOADING

The hillside and mountainous areas of the City are covered with chaparral, which is extremely combustible. Heavy rainy seasons increase the fire hazard by stimulating growth, which then dries during the summer months. The heavier the winter rains, the greater the fire hazard during the following summer and fall.

2.2.4 CONSTRUCTION AND SUBDIVISION DESIGN

The steep terrain of La Canada Flintridge has resulted in a proliferation of long, winding roads, terminating on the sides and tops of hills and ridges. The pattern is entrenched, and a limited number of methods are available for mitigating fire hazards in such areas. The primary methods include firebreaks on very large parcels, weed abatement on smaller parcels and mandatory brush clearance.

Terrain in the San Rafael Hills is more varied than that on the San Gabriel Mountain side of the community. Most of the San Rafael Hills are characterized by slopes of 15-30 percent, with a realtively small amount of slope between 30 and 40 percent. However, approximately one-third of the San Rafael Hills lying within the City have a slope in excess of 40 percent. Generally, the areas with a slope of less than 30 percent have already been developed, leaving areas having steeper slopes still largely in their natural chaparral state.

The San Gabriel Mountains rise steeply from the valley with little transition, and approximately 85 percent of the mountains have slopes in excess of 40 percent. Substantial portions of the San Gabriels with slopes in excess of 30 percent remain undeveloped. That development which has taken place consists principally of subdivisions having an approximate density of three units per acre and bordering on undeveloped arees, thus creating high exposure to potential fire, erosion, flood and slide risk.

2.2.5 WATER SUPPLY

Domestic and fire flows are provided to the community by three local water companies. Minimum fire flows as prescribed by Los Angeles County fire regulations are generally achieved and maintained. As part of development review, minimum fire flows and hydrant/service requirements are specified as conditions of project approval.

2.2.6 RESPONSE TIME

Fire protection is provided by the Los Angeles County Fire Protection District. Two fire stations are located within the City limits, and another two stations nearby also respond to fire in the City. The District also provides paramedic service.

Approximately 60 percent of the City has a response time of two minutes or less. All points within the City can be reached within five minutes.

2.3 EMERGENCY MEDICAL SERVICES

Emergency medical service is available at Verdugo Hills Hospital, immediately adjacent to the City. The hospital has a well-equipped emergency room and good radio communications with other hospitals.

The fire district provides paramedic service in conjunction with Verdugo Hills Hospital. Ambulance service is provided to the community by private carriers.

2.4 CRIME

Development in the City of La Canada Flintridge is characterized by low density; physical and visual seclusion resulting from topographical features, vegetation and irregular patterns of development; access from narrow, winding roads, including private roads and driveways; and flag lots. Few neighborhoods have street lights. All of these factors contribute to the "semi-rural" character of the community and are an important part of the community life style. These same factors, however, are contrary to generally accepted practices for crime prevention. A compensating benefit is that criminals from outside the community who are unfamiliar with a particular neighborhood are not always certain of escape routes, and they tend to avoid such areas.

Most crimes in La Canada Flintridge are against property (burglary, theft, malicious mischief, etc.) rather than against people (murder, rape, assault, etc.). Less than 30 percent of arrests are juveniles, a figure which is considerably lower than the County average, and which is considerably lower than has been true in this community in the past.

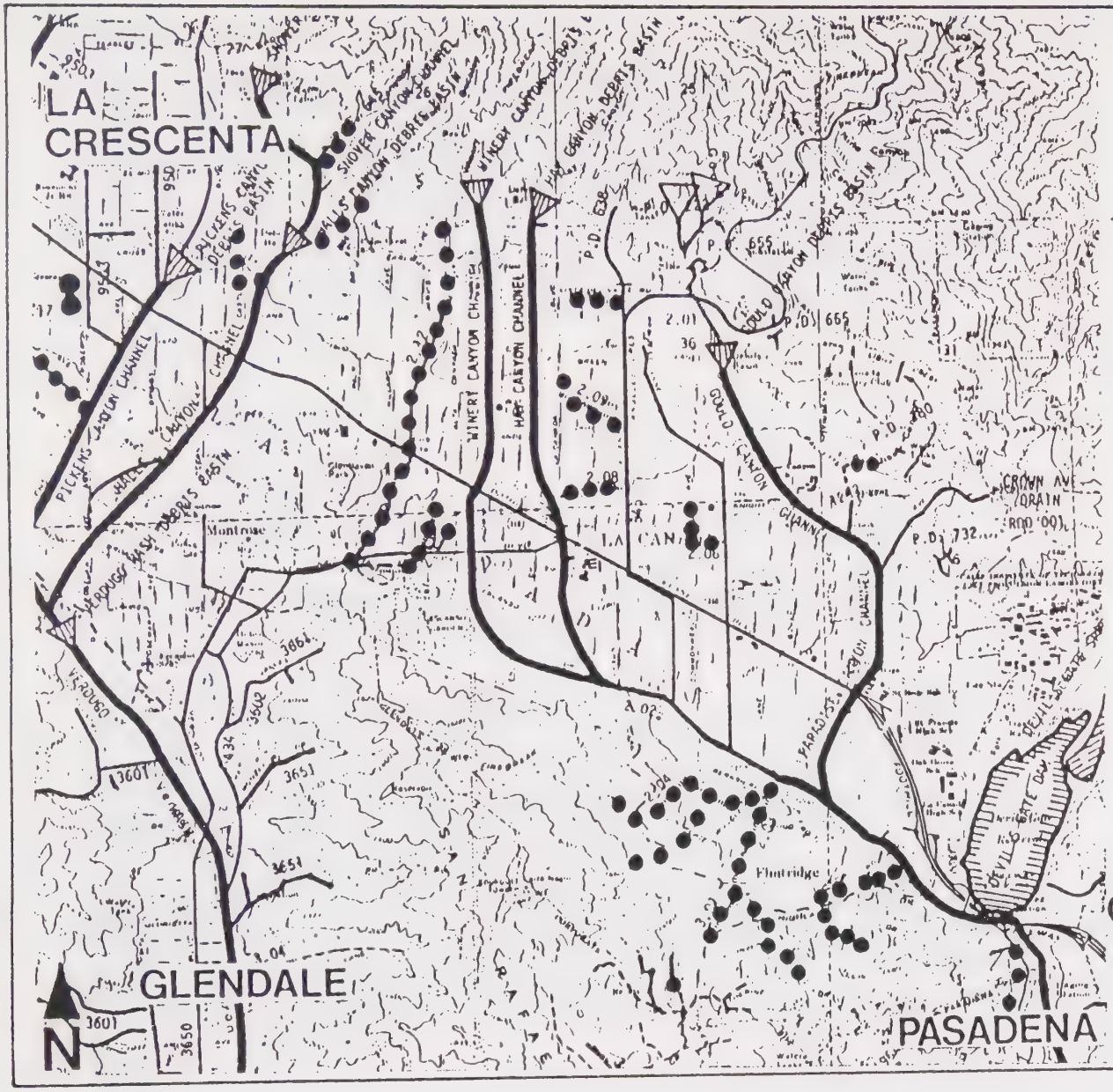
3.1 FLOOD

Issues

The flood control system was demonstrated to be adequate, for the most part, during the record setting 1978 rains. Continual maintenance of facilities, especially debris basins and unimproved channels, is critical to the proper functioning of the system. With proper maintenance and monitoring, the remaining hazards associated with undeveloped hillsides are deemed an acceptable risk, requiring continual City and governmental supervision. The City should continue to pursue additional assistance and support from the Los Angeles County Board of Supervisors and State of California.

Safety

Figure VIII - 1



Flood Control Facilities

EXISTING L.A.C.F.C.D. CHANNELS & STORM DRAINS

EXISTING CHANNELS - UNLINED INVERTS

EXISTING SYSTEMS MAINTAINED BY OTHERS

PROPOSED STORM DRAINS - FUNDED

PROPOSED STORM DRAINS - UNFUNDED

EXISTING DAMS, DEBRIS BASINS & SPREADING GROUNDS

3.21 — 3 IDENTIFIES QUADRANGLE QUADRANT
.21 REFERS TO STORM DRAIN NUMBER

City of La Cañada Flintridge

1980

As development moves into the more steeply sloping vacant parcels, solutions to flood, debris and slide problems will be more difficult to implement, and care will be required in reviewing development plans, to minimize hazards both in the area being developed and to areas previously developed. With proper development constraints, hazards and risks can be avoided or reduced to an acceptable level.

3.2 FIRE

Buildings and subdivisions may have design features that either increase or decrease the fire hazard potential defined by slope, vegetation and climate, and modified by water supply. These features and conditions include the following:

1. Adequacy of ingress-egress route(s).
2. Vegetation clearance around structures and roadways.
3. Distances separating structures.
4. Construction types and building materials.
5. Existence and scale of fire breaks.
6. Location(s) and number of fire hydrants.
7. Visibility of street names and house numbering.

The greater the potential for destructive fires, the greater the need for stringent regulation of the factors listed above. Areas with at least two ingress-egress routes, wide roads, short cul-de-sacs, moderate road grades and curves, and firesafe (cleared of vegetation) roadways are the safest.

Clearance of vegetation between lots produces effective fire breaks; substantial building separation and limited building density also result in increased fire safety. An additional fire safety issue is addressed by replacement of highly flammable landscaping materials with fire-retardant varieties on all property boundaries between lots.

Fire Zone IV, applied to certain areas of highest fire hazard in the community, has been established as a means of controlling construction materials in these areas. Among other things, new buildings in Fire Zone IV are prohibited from having untreated wood shake roofs or "pole" or "stilt" construction which leaves the underside of the building exposed.

Emergency services have experienced some difficulty locating residences in some areas because of inadequately marked house numbers.

3.3 DISASTERS

The most likely disasters to affect the community are earthquakes and storm-related disasters. The City's disaster plan provides for coordination of public services to address those and other disasters. Additional programs to assist families to be prepared for disasters should also be undertaken.

3.4 EVACUATION AND ALTERNATE ACCESS ROUTES

Any need for evacuation of the entire City is unlikely under most foreseeable circumstances. Selective evacuation of segments of the community due to a localized disaster would principally involve movement to medical and shelter facilities.

An existing County-wide Disaster Route Priority Plan identifies immediate emergency access routes and establishes a replacement priority for immediate highway improvements to reestablish access, regardless of jurisdictional boundaries. It is important that this system have a high priority for clearance by the City in the event of a disaster, with routes to Verdugo Hills Hospital assuming critical importance. Lesser priorities for evacuation routes conforming to the Circulation Element, with greatest emphasis being placed on thoroughfares, are also desirable.

Potential emergency evacuation problems exist due to the limited width of many local and collector streets, heavy reliance upon north-south access routes, a lack of east-west connector routes, local terrain and curvature of roads.

Public and semi-public institutions located in residential neighborhoods pose greater degrees of concern the further their distance from Foothill Boulevard. Should the need occur for emergency evacuation during the peak daytime use, unplanned evacuation routes may compound hazards on local residential streets.

3.5 GEOLOGIC HAZARDS

Mudflows and slides pose the major geologic hazards and are addressed above. Other geologic hazards are addressed in the Seismic Safety section of the Environmental Resources Management Element.

3.6 CRIME

3.6.1 CRIMES AGAINST PROPERTY

Although crimes against property constitute the majority of crimes in the community, the rate of these crimes is low in comparison with other cities in the Los Angeles area. Continued participation in education and property identification programs should help local residents in keeping the rate low and provide additional protection to individuals.

3.6.2 JUVENILES

Juvenile crime levels in this community are generally believed to be related to the quality and quantity of communications between the law enforcement officers and the youth of the community, to availability of employment, and to family cohesiveness and security. Programs to enhance these activities and maintain and/or reduce the relatively low rate of juvenile crimes in the community should be encouraged.

Policies

4.1 NEW DEVELOPMENT

Proposals for new development should be required to incorporate designs which minimize problems of crime, flood, mudflow, slides and fire.

4.2 ACCESS

Single entry access streets should not exceed 700 feet in length, and should be of sufficient width to provide emergency access.

4.3 VEGETATION

A combination of brush clearance, irrigated areas and fire-resistant planting should be provided adjacent to large areas of native vegetation to serve as a buffer between highly hazardous natural fuels and developed areas.

4.4 POLICE PROTECTION

An adequate level of police protection should be provided at a level sufficient to ensure the reasonable security of persons and property throughout the community.

4.5 BURGLARY

The City should provide education and assistance to citizens for the purpose of preventing crimes against property.

4.6 JUVENILES

The City should encourage programs which increase the quality and quantity of communications between law enforcement officers and the community's youth, which improve recreatonal and leisure time opportunities, which improve youth employment opportunities and which strengthen the family unit.

4.7 DISASTER

An emergency services plan should be maintained for the coordination of services in response to disasters.

4.8 EVACUATION

The City should establish priorities in clearance of emergency access routes, giving first priority to routes identified in the County-Wide Disaster Priority Plan, as updated; second, third and fourth priorities should be given to thoroughfares, collector streets and local streets respectively, as identified in the Circulation Element.

4.9 FLOOD

The City should coordinate flood control efforts with the Los Angeles County Flood Control District and other local and/or State agencies. The Los Angeles County Board of Supervisors and State of California must be continually informed that flood control in this hillside community is of vital concern to local residents.

5.1 VEGETATION

To the extent that such information is generally available from special agencies or organizations, information shall be provided the public regarding fire safety practices, including brush clearance and fire resistant planting.

5.2 HOUSE NUMBERING

The City shall encourage house numbers for all residences and places of business to be clearly visible from the street.

5.3 CRIMES AGAINST PROPERTY

The City shall provide education and assistance to its citizens aimed at reducing crimes against property, consistent with available funds.

5.4 DISASTER

The City shall adopt an emergency services plan and work with other community organizations to educate families and encourage them to be prepared for disasters.

5.5 SUBDIVISION AND DEVELOPMENT DESIGN

The City shall maintain development management regulations to assure that new land use developments are designed and constructed with consideration to community safety.

5.6 FIRE

The City shall review and update, when necessary, the requirements for Fire Zone IV to assure proper safeguards to fire threat.

5.7 EVACUATION

The City shall prepare a local emergency evacuation plan which establishes emergency access routes, clearance procedures, safety areas, first aid stations and other essentials to proper emergency planning.

5.8 FRONT COUNTRY

The City shall work with all appropriate agencies to develop a fire control program in the San Gabriel Mountain front country in an effort to protect the valuable watershed and prevent fires.

Air Quality Element

City of La Cañada Flintridge

Adopted May 15, 1995



CITY OF LA CAÑADA FLINTRIDGE

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AIR QUALITY ELEMENT

TABLE OF CONTENTS

		Page
I.	Introduction	1
	Purpose	2
	Scope and Content	2
	Relationship to Other Elements	2
II.	Existing Air Quality	3
	Topography and Climate	3
	Air Quality Standards	4
	Ambient Air Quality	6
III.	Regional and Local Air Quality Management Plans and Programs	10
	Air Quality Management Plan	10
	Congestion Management Program	11
	West San Gabriel Valley Air Quality Plan	12
	Other Plans and Programs	13
IV.	Air Quality Issues	14
V.	Goals and Policies	15
	Regulations on Local Businesses	15
	Public Improvements	16
	Land Use Controls	17
	Targeted Transportation Services	17
	Regional Coordination and Cooperation	18
	Public Participation and Education	19
	Application of New Emission Control Technologies	19
	Energy Conservation	20
	Waste Management	20
VI.	Implementation Approach	21

Appendix A: Description of Other Air Quality Plans and Programs (Under Separate Cover)

LIST OF TABLES

Table		Page
AQ-1	Air Pollution Effects	5
AQ-2	Ambient Air Quality Standards	7
AQ-3	Number of Days Federal/State Emission Standards Were Exceeded at Pasadena Monitoring Station	8

LIST OF FIGURES

Figure		Page
AQ-1	Air Monitoring Stations	9

INTRODUCTION

The State of California has not yet made air quality a mandatory General Plan element. However, the South Coast Air Quality Management Plan (AQMP) prepared for the South Coast Air Basin, where the City of La Cañada Flintridge is located, has specified that air quality requirements be included in the General Plans of all local jurisdictions. The City of La Cañada Flintridge has elected to create a separate Air Quality Element to adequately address AQMP requirements and air quality issues confronting the community.

This Air Quality Element is part of a comprehensive update of the City's General Plan designed to achieve consistency with the AQMP. According to the "SCAG Guidance for Implementation of 1989 AQMP Conformity Procedures", local governments must take at least the following actions prior to certifying that their General Plans are in conformance with the AQMP:

1. Adopt an Air Quality Element (or sub-element) that includes objectives consistent with the AQMP and the Air Quality Element Guidelines.

2. Commit to implement the appropriate local government measures identified in the Guidelines and the AQMP.

3. Adopt any necessary changes to other portions of the General Plan to make them internally consistent with the newly adopted Air Quality Element.

4. Approve a schedule and assign staff responsibilities for implementing the adopted local air quality objectives consistent with the AQMP and the Guidelines.

Further conformity review between the City's General Plan and AQMP is limited to an annual cumulative impact review performed in conjunction with the Reasonable Further Progress Report prepared by SCAG and submitted to the EPA.

PURPOSE

The City of La Cañada Flintridge Air Quality Element is intended to protect the public's health and welfare by implementing measures that help the City as well as the South Coast Air Basin to attain federal and state air quality standards. To achieve this goal, the Element sets forth a number of policies to reduce stationary and mobile pollution emissions, consistent with the Air Quality Management Plan, other regional and local air quality plans and programs, and La Cañada Flintridge's unique characteristics and setting.

SCOPE AND CONTENT

Following the introduction, the La Cañada Flintridge Air Quality Element is divided into five sections: existing air quality; regional and local air quality management plans and programs; air quality issues; goals and policies; and implementation approach.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Air Quality Element defines the policies to fulfill the City's air quality improvement responsibilities. These policies are most closely interrelated with land use and circulation policies that minimize the number and length of vehicular trips generated in the City. Land Use and Circulation Elements policies which promote efficient land use patterns, such as mixed residential and commercial uses along Foothill Boulevard, and circulation improvements such as development of a North Road and commuter bike trails, intend to reduce the amount of vehicular travel in the community, and ultimately, reduce the amount of pollution generated from automobiles.

EXISTING AIR QUALITY

Air pollution in the South Coast Basin results from human activities that cause emissions, coupled with topography and climate that minimize the air movement and stimulate the formation and of unhealthy air. The most significant human causes of air pollution are rapid population growth and its associated increases in vehicular traffic. Vehicles of all kinds emit over 46 percent of the Basin's reactive organic gases, 53 percent of nitrogen oxides, 77 percent of carbon monoxide, 86 percent of fine particulate matter, and 25 percent of sulfur oxides.

TOPOGRAPHY AND CLIMATE

The Basin is a 6,600 square mile area surrounded by the San Gabriel, San Bernardino and San Jacinto mountains to the north and east, and the Pacific Ocean to the west. The basin experiences long, sunny summers, and relatively short mild winters. The mildness of the climate is due to the influence of the Pacific Ocean, which tempers the temperature of this essentially semi-desert region.

Inversion Layers and Air Pollution

The region's topography and climate combine to make the Basin an area of high air pollution potential. During the summer months, a warm air mass frequently descends over the cool, moist marine layer produced by the interaction between the ocean's surface and the lowest layer of the atmosphere. The warm upper layer forms a cap over the cool marine layer and prevents pollutants from dispersing upward, allowing pollutants to accumulate within the lower layer. This condition is called a temporary inversion. Light winds during the summer further limit ventilation, exacerbating air quality problems.

Because of the low average wind speeds in the summer and a persistent daytime temperature inversion, emissions of hydrocarbons and oxides of nitrogen have an opportunity to combine with sunlight in a complex series of reactions producing photochemical oxidant (smog). The smog potential is increased in the Basin because the South Coast region experiences more days of sunlight than any other major urban area except Phoenix, Arizona.

AIR QUALITY STANDARDS

The South Coast Air Basin has the worst air quality in the nation. Despite implementing many strict controls, the Basin still fails to meet the federal and state air quality standards for ozone, nitrogen dioxide, carbon monoxide, and fine particulate matter. Because federal and state air quality standards have not been achieved, the Basin is considered a "nonattainment" area.

Due to the severity of air pollution, the Basin is classified as an extreme nonattainment area for ozone, and serious nonattainment area for carbon monoxide and for fine particulate matter.

Air pollutants negatively affect human health, plants, animals, and building materials. Some of these effects are temporary, and others are permanent. Table AQ-1 summarizes air pollution effects.

The Federal Clean Air Act (FCAA, 1970, amended 1977 and 1990) required the Environmental Protection Agency (EPA) to set National Ambient Air Quality Standards (NAAQS) for several air pollutants, based on human health and welfare criteria. Two types of NAAQS have been established: primary standards, which protect public health, and secondary standards, which protect the public welfare from non-health-related adverse effects such as visibility reduction. Primary NAAQS were established for the following "criteria" air pollutants, so called because they were established on the basis of health criteria:

- Carbon monoxide (CO);
- Ozone (O_3)
- Fine particulate matter of less than 10 microns in diameter (PM10);
- Nitrogen dioxide (NO_2)
- Sulfur dioxide (SO_2); and
- Lead (Pb).

The primary standards are intended to protect, with an adequate margin of safety, those persons most susceptible to respiratory distress, such as people suffering from asthma or other illness, the elderly, very young children, or people engaged in strenuous work or exercise.

TABLE AQ-1
AIR POLLUTION EFFECTS

POLLUTANT TYPE	DESCRIPTION	EFFECTS	SOURCES
Carbon Monoxide (CO)	Colorless, odorless, toxic gas produced by incomplete combustion of carbon-containing substances.	Passes through lungs into bloodstream. Deprives sensitive tissue of oxygen. Not known to have adverse effects on vegetation, visibility, or material objects.	Gasoline-powered motor vehicles
Oxides of Nitrogen (NOx)	Two types, Nitric Oxide (NO), and Nitrogen Dioxide (NO_2). NO is a colorless, odorless gas formed when combustion takes place under high pressure and/or temperature. NO_2 forms by combustion of NO and oxygen. Participants in photochemical smog reactions.	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown.	Motor vehicles primary source. Other sources: petroleum refining operations, industrial sources, ships, railroads, aircraft.
Sulfur Oxides (SOx)	Colorless, pungent gas formed by combustion of sulfur-containing fossil fuels.	Irritates upper respiratory tract; injurious to lung tissue. Can yellow the leaves of plants, destructive to marble, iron, and steel. Limits visibility and reduces sunlight.	Fuel combustion primary source. Other sources: chemical plants, sulfur recovery plants, and metal processing.
Photochemical Oxidant	Consists primarily of ozone. Created in atmosphere, not emitted directly, during photochemical process. Ozone is a pungent, colorless toxic gas.	Common effects are damage to vegetation and cracking of untreated rubber. High concentrations can directly affect lungs, causing irritation.	Motor vehicles major source of emission of oxidants of nitrogen and reactive hydrocarbons, which are ozone precursors.
Particulates	Made up of finely divided solids or liquids such as soot, dust, aerosols, fumes, and mists.	May irritate eyes and respiratory tract. Absorbs sunlight, reducing amount of solar energy reaching the earth. Produces haze and limits visibility. Can damage materials.	Dust- and fume-producing industrial and agricultural operations, construction, combustion products including exhaust, atmospheric photo-chemical reactions. Natural activities such as wind-raised dust and ocean spray.
Hydrocarbons and Other Organic Gases	Includes the many compounds consisting of hydrogen and carbon, found especially in fossil fuels. Some highly photochemically reactive.	Not known to cause adverse effects in humans. May damage plants.	Motor vehicles major source. Other sources: petroleum refining, petroleum marketing operations, and evaporation of organic solvents.

SOURCE: South Coast Air Quality Management District, "Air Quality Handbook for Preparing Environmental Impact Reports", April 1987.

Secondary standards have been established for carbon monoxide, ozone, fine particulate matter, nitrogen dioxide, and lead. Generally, the secondary standard is the same as the primary standard.

The EPA estimates that current level of violative organic gases must be reduced by 90 percent, and oxides of nitrogen by 70 percent to reach attainment of the ozone NAAQS by the year 2010. An approximately 45 percent reduction in carbon monoxide emissions is needed to attain the federal standard for this pollutant by the year 2000.

States are required to develop and implement air pollution control plans designed to achieve and maintain the standards established by the EPA. States may also develop their own standards, provided the state standards are at least as stringent as the federal standards. California has established California Ambient Air Quality Standards. The California standards are more stringent than the federal standards, especially for PM10 and sulfur dioxide. Also, California has set individual standards for visibility, sulfates, hydrogen sulfide, and vinyl chloride. Table AQ-2 lists California and federal primary ambient air quality standards. As shown, California has more and stricter standards.

AMBIENT AIR QUALITY

Table AQ-3 shows the number of exceedances of air quality standards for carbon monoxide, ozone, nitrogen dioxide, and sulfates that were recorded at the Pasadena monitoring station No. 8 within the last five years, from 1989 to 1994. Data collected at this station is considered representative of air pollution levels in the station's entire monitoring area, which incudes the City of La Cañada Flintridge. Figure AQ-1 illustrates the areas served by each SCAQMD air monitoring station in the vicinity of La Cañada Flintridge.

Until the passage of the California Clean Air Act (CCAA), the SCAQMD's primary role was the control of stationary pollution sources such as industrial processes and equipment. Now, the SCAQMD, like all air districts, is required to implement transportation control measures and is encouraged to adopt indirect source control programs to reduce mobile source emissions. These mandates create the necessity for the District to work closely with cities, counties, and regional transportation planning agencies to develop new programs. The La Cañada Flintridge Air Quality Element is intended to foster that necessary coordination.

TABLE AQ-2
AMBIENT AIR QUALITY STANDARDS

AIR POLLUTANT	CALIFORNIA STANDARD	FEDERAL PRIMARY STANDARD
Ozone (O3)	0.09 ppm, 1-hr. avg.	0.12 ppm, 1-hr. avg.
Carbon Monoxide (CO)	9 ppm, 8-hr. avg. 20 ppm, 1-hr. avg.	9 ppm, 8-hr. avg. 35 ppm, 1-hr. avg.
Nitrogen Dioxide (NO2)	0.25 ppm, 1-hr. avg.	0.053 ppm, annual avg.
Sulfur Dioxide (SO2)	0.05 ppm, 24-hr. avg. with ozone > 0.10 ppm, 1-hr. avg. or TSP > 100 ug/cu. m, 24-hr. avg.; 0.25 ppm, 1-hr. avg.	0.03 ppm, annual avg. 0.14 ppm, 24-hr. avg.
Fine Particulate Matter (PM10)	30 ug/cu. m, annual geometric mean; 50 ug/cu. m, 24-hr. avg.	50 ug/cu. m, annual arithmetic mean; 150 ug/cu. m, 24-hr. avg.
Lead (Pb)	1.5 ug/cu. m, 30-day avg.	1.5 ug/cu. m, calendar quarter
Visibility Reducing Particles	In sufficient amount to reduce the visual range to less than 10 miles at relative humidity less than 70%, 8-hour average (9am-5pm)	None
Sulfates	25 ug/cu. m, 24-hr. avg.	None
Hydrogen Sulfide (H2S)	0.03 ppm, 1-hr. avg.	None
Vinyl Chloride	0.10 ppm, 24-hr. avg.	None

SOURCE:

Model Air Quality Element, Final Public Draft, San Joaquin Valley Unified Air Pollution Control District, March 4, 1994.

CEQA Air Quality Handbook, South Coast Air Quality Management District, May 1993.

NOTES:

ppm = parts per million by volume
TSP = total suspended particulates
ug/cu. m = micrograms per cubic meter

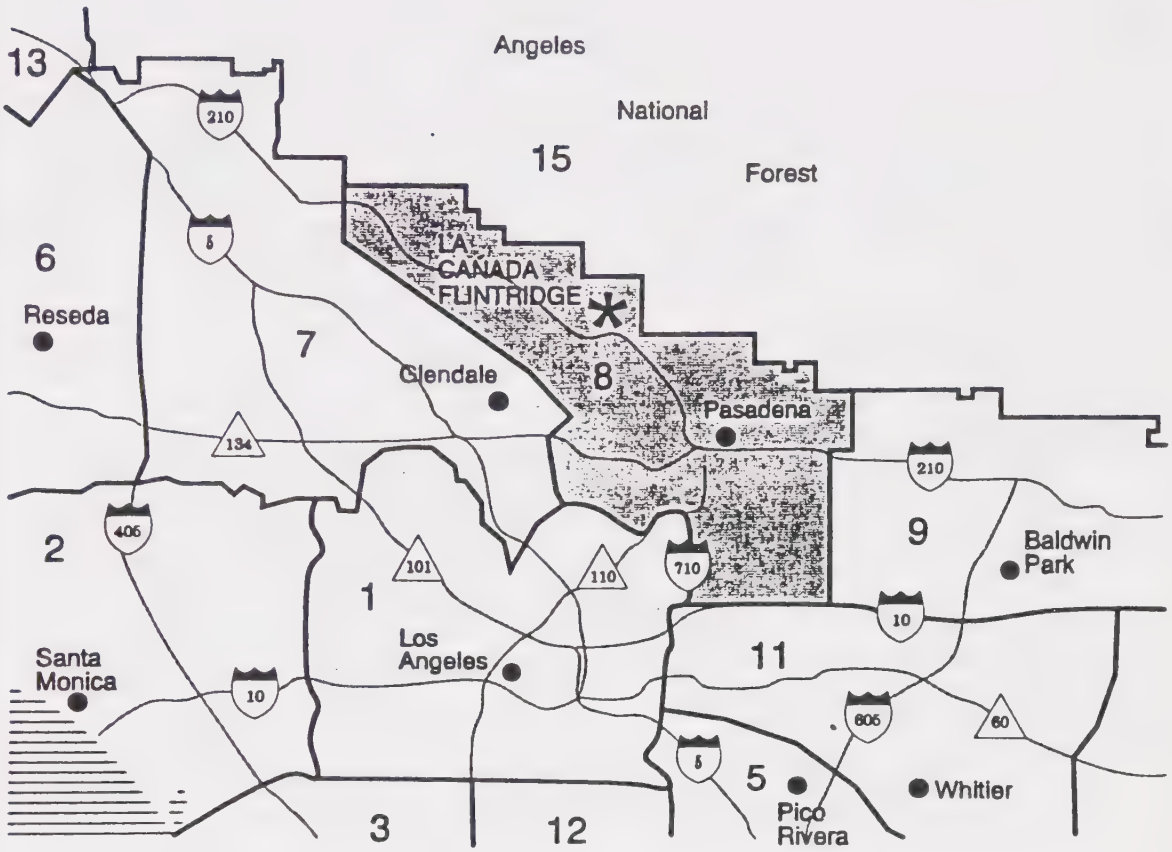
TABLE AQ-3
NUMBER OF DAYS FEDERAL/STATE EMISSION STANDARDS WERE EXCEEDED AT PASADENA MONITORING STATION 1989-1993

Year	Carbon Monoxide	Ozone	Nitrogen Dioxide	Sulfates[1]
1989	0/0	80/40	0/2	-/0
1990	1/1	69/118	0/0	-/1.8
1991	2/2	70/112	0/2	-/0
1992	0/0	71/128	0/0	-/0
1993	0/0	53/92	0/0	-/0

1. No federal standard has been established for this pollutant. Summarized as percentage of days the standard was exceeded.

2. Sulphur dioxide and PM 10 pollutants are not monitored at the Pasadena station.

Source: SCAQMD, Air Quality Data, 1989-1993.



SOURCE: South Coast Air Quality Management District

Figure AQ-1
Air Quality Monitoring Areas

REGIONAL AND LOCAL AIR QUALITY MANAGEMENT PLANS AND PROGRAMS

The City of La Cañada Flintridge is affected by regional and local air quality plans and programs. The relationship between these plans and the City's air quality improvements responsibilities is discussed below.

AIR QUALITY MANAGEMENT PLAN (AQMP)

The South Coast Air Quality Management District (SCAQMD) and Southern California Association of Governments (SCAG) adopted the 1991 Air Quality Management Plan (AQMP) for the South Coast Basin. The AQMP is a 20-year comprehensive plan designed to bring the Basin into conformance with federal and state ambient air quality standards for ozone, carbon monoxide, nitrogen dioxide, and fine particulate matter. The Plan's time frame for attainment of federal and state standards is as follows:

- ozone - year 2010 for federal standard, and post-2010 at the earliest practicable date for state standard
- carbon monoxide - year 2000 for federal and state standards
- nitrogen dioxide - year 1995 for federal standard, and 1997 for state standard
- PM10 (fine particulate matter) - year 2006 for federal standard, and post-2010 at the earliest practicable date for state standard

The 1991 AQMP identifies land use and transportation control measures for which local governments have been assigned primary responsibility, and other measures for which other implementing agencies (i.e., SCAQMD, CALTRANS, SCAG, etc.) assume primary responsibility, while local governments, including La Cañada Flintridge, maintain secondary responsibility. The goal of these measures is to achieve a Basin-wide average reduction in reactive organic gases and oxides of nitrogen of at least three percent per year, beginning in 1996 and ending in 2010, needed to attain the federal ozone standard. AQMP control measures focus on vehicle trip reduction, traffic flow

improvements, and reduced use of electricity, as these are the most effective methods available to many local governments.

State law requires this regional Plan to be updated every three years, and the 1991 Plan is currently being updated by SCAQMD to address federal and state mandates, new information, and to incorporate new program elements. The 1994 Draft AQMP contains over 100 control measures, including new measures for both mobile and stationary sources, and will emphasize new technology and market-driven approaches to fight pollution emissions. The Plan will seek to achieve a 35 percent reduction of each nonattainment pollution or its precursors by 1997, and a 15 percent additional reduction for every three-year period afterwards until the more stringent state standards are attained.

Implementation of the AQMP falls upon federal, state, regional, and local agencies. La Cañada Flintridge is demonstrating progress in implementing AQMP control measures through the inclusion of this Air Quality Element in its General Plan.

CONGESTION MANAGEMENT PROGRAM (CMP)

Assembly Bill (AB) 471 (Proposition 111), as subsequently modified by AB 1791, requires every urbanized county with a population of 50,000 or more to adopt a Congestion Management Plan (CMP). All elements of the CMP should be consistent with the growth forecast used in the AQMP and should include specified transportation control measures from the AQMP.

Gasoline tax revenues for La Cañada Flintridge are subject to compliance with the Los Angeles County CMP requirements. These revenues represent 5.4% of the City's annual budget.

The Los Angeles County CMP Highway System (HS) is defined by Super Streets and State Highways. A minimum Level of Service (LOS) E is required at these facilities, unless the roadway was operating at a worse level when the baseline counts were conducted in 1991. Cities will be required to maintain LOS E or better operations (or baseline levels, if worse than E) on the CMPHS. Currently, most intersections in the City operate at LOS A, and no intersections operate on a Level of Service worse than C. The City can establish performance standards for Level of Service at CMP facilities and other major arterials which may be better than LOS E.

The CMPHS is monitored through CMP requirements and, if the required Level of Service is not attained, the gas tax funding could be

in jeopardy. One alternative to physical mitigation (widening of streets, etc.) at specific locations is to develop a deficiency plan, whereby the CMPHS as a whole is improved and air quality benefits are provided.

An important aspect of the CMP regulations is that new developments must mitigate any significant traffic impacts to the CMPHS. This means that cities need to develop a review process to evaluate and mitigate the traffic impacts of new projects on the CMP system to ensure that the required LOS is maintained. In addition, there are requirements such as a Capital Improvement Program (CIP) submittal, a trip reduction program (Transportation Demand Management), and the need for interjurisdictional coordination.

The County has designated two CMP roadways in La Cañada Flintridge - Angeles Crest Highway (SR2) and Foothill Freeway (210); Foothill Boulevard is designated as a secondary facility. The CMP has designated an arterial monitoring location at the intersection of Angeles Crest Highway and the on/off ramps of Foothill Freeway. Arterial monitoring is the responsibility of the City's Public Works Department. The CMP has also designated a freeway monitoring location at the southeastern edge of the City to monitor the operating conditions of the segment of Foothill Freeway in La Cañada Flintridge. Caltrans is responsible for the freeway monitoring.

WEST SAN GABRIEL VALLEY AIR QUALITY PLAN

Under the 1991 AQMP, all local jurisdictions are required to demonstrate progress in implementing AQMP control measures. In response to this requirement, the 16 member cities of the West San Gabriel Valley Planning Council (Alhambra, Arcadia, Duarte, El Monte, Glendale, La Cañada Flintridge, Monrovia, Monterey Park, Pasadena, Rosemead, San Gabriel, San Marino, Sierra Madre, South El Monte, South Pasadena, and Temple City) participated in the development of an areawide plan that could be adopted in some form by each local jurisdiction. Under the 1991 AQMP, local action can take several forms:

- Adoption of an air quality element in the general plan;
- Adoption of an air quality plan separate from the general plan; and
- Adoption of local implementation ordinances.

Funded through a demonstration grant by the SCAQMD, the West San Gabriel Valley Air Quality Plan is an areawide plan that creates the opportunity for jurisdictions within the West San Gabriel Valley Planning Council to adopt a core set of air quality control measures. By adopting this "core" or common set of measures in addition to programs specific to their communities, the cities will enhance the effectiveness of those measures and will strengthen the overall plan.

The Plan consists of 55 policies arranged into 11 issue areas:

- Inter-Jurisdictional Communication and Cooperation
- Public Participation and Education
- Land Use - Transportation Balance
- New Emission Control Technologies
- Commute Trip Reductions
- Non-Commute Trip Reductions
- Circulation Improvements
- Area Source Controls
- Energy Conservation
- Waste Management
- Tax Policy

Among the 55 policies, 16 have been identified as core measures that cross jurisdictional boundaries or that require the combined resources of several cities to be effective. The Plan also includes suggested action programs for implementation of the policies.

OTHER PLANS AND PROGRAMS

In addition, several other plans and programs relate to air quality regulations and monitoring. These plans are listed below and are summarized in Appendix A.

- Trip Reduction Ordinance (TRO) Handbook
- Federal Implementation Plan (FIP)
- SCAQMD Carbon Monoxide Plan
- Regional Comprehensive Plan (RCP)
- Regional Air Quality Rule for School Districts.

AIR QUALITY ISSUES

La Cañada Flintridge is predominantly a residential community. The major source of air pollutant emissions affecting the City are the vehicles travelling on the Foothill Freeway (I-210). Currently, the Freeway carries approximately 94,000 vehicles per day, including a substantial number of heavy trucks. This number may increase to approximately 150,000 vehicles per day upon completion of the connection between the Foothill Freeway and I-710. The I-210 Freeway is a regional facility, and air pollutant emissions generated by vehicles using the Freeway are outside the jurisdiction and control of the City of La Cañada Flintridge.

For round trips made within the City, most vehicular air pollutant emissions are generated by vehicular trips of the residents. A substantial portion of these trips are school-oriented. There are few major employers in the City, as over 80 percent of local businesses employ eight or fewer persons. The School District and JPL generate most of the employment-related vehicular trips, and the resultant air emissions. For purposes of air quality regulation, however, JPL falls under the jurisdiction of the City of Pasadena.

Most air quality control measures developed by regional and other local agencies focus on employee trip reduction and roadway improvements. Given the City's residential character and built-out roadway system, many of those air quality measures will have little effect in La Cañada Flintridge.

Therefore, the City's Air Quality Element contains goals and policies focusing on reducing school-related trips and promoting the use of walking, bicycles, and public transit; improving the roadway system; cooperating with regional jurisdictions; promoting public participation and education; conserving energy; encouraging new technologies, and others.

GOALS AND POLICIES

Air pollution is a regional problem affecting the entire South Coast Air Basin, which includes the City of La Cañada Flintridge. The Basin has been in violation of federal and state air quality standards for the past several years. To help attain air quality standards, the La Cañada Flintridge Air Quality Element specifies goals and policies to reduce the generation of air pollutants in the City. The Element contains a comprehensive range of planning measures to aid the Basin in reducing air pollution, and fulfill the City's air improvements responsibilities.

REGULATIONS ON LOCAL BUSINESSES

For purposes of air quality regulation, the largest employer in the City is the La Cañada Flintridge School District with an estimated 400 employees. Only one or two other businesses in the City have more than 100 employees, while approximately 80 percent of businesses have eight or fewer employees. The City's policy is to minimize the potential adverse impact of air quality regulations on the local business climate and business development.

GOAL 1: Reduce air pollution generated by a local businesses through air quality policies that assist them in meeting regulations while cultivating a positive business climate.

Policy 1.1: Review all air quality regulations to determine whether such regulations have the potential to adversely affect the predominantly small local businesses.

Policy 1.2: Pursue opportunities for local businesses to associate with the existing Transportation Management Associations (TMA), such as the TMA of the City of Glendale, to promote reduction in employee trips.

Policy 1.3: Promote an employee work force for local employers which draws from local residents.

Policy 1.4: Continue to support the State of California energy efficiency and energy conservation requirements.

Policy 1.5: Refer businesses to sources of assistance for compliance with air quality requirements, including utility companies and SCAQMD.

PUBLIC IMPROVEMENTS

La Cañada Flintridge places a strong emphasis on enhancing the appearance and function of Foothill Boulevard through public improvement efforts. Public improvements recommended in the City's Foothill Boulevard Master Plan also provide opportunities for resolving traffic and air quality related issues. A guiding concept of the Master Plan is to transform Foothill Boulevard into a pedestrian-oriented environment, thereby reducing traffic and associated mobile source emissions. The identified goals and policies address achieving such a pedestrian-oriented environment without driving customers and businesses away.

GOAL 2: Reduce air pollution by proper planning for transportation infrastructure.

Policy 2.1: Continue to participate in the Arroyo-Verdugo Transportation Coalition to coordinate infrastructure policies and programs with adjacent and nearby cities in order to develop a needed areawide transportation infrastructure.

Policy 2.2: Promote implementation of public improvements which enhance circulation patterns and flow of traffic in the City.

Policy 2.3: Develop and implement a program to support bicycle use, particularly as an alternative to vehicular school transportation.

Policy 2.5: Utilize Proposition A (1/2-cent sales tax) funds in concert with other cities to maximize air quality goals for developing local transportation programs that may include bicycle facilities, a school bus program, and/or shuttle service or community bus program.

Policy 2.6: Promote the use of low-emitting vegetation in landscaping, including public right-of-ways and public projects.

LAND USE CONTROLS

Land use regulations influence the distribution of housing, employment and commercial centers, parks and recreation facilities, and other land uses within a community. As a result, they also affect length and time of vehicular travel between different land uses, and the individual's choice of transportation mode.

La Cañada Flintridge has recently updated the Land Use Element of its General Plan. Specific land use policies that provide an efficient land use plan and achieve trip reductions have been adopted into this Element.

GOAL 3: Improve air quality through land use planning which provides for efficient distribution of land uses and for achieving reductions in vehicular trips.

Policy 3.1: Implement the City's Land Use Element to achieve reduced vehicular trips through:

a. encouragement toward intensification of land uses within "Development Opportunity Areas";

b. attraction of commercial/residential mixed use along Foothill Boulevard; and

c. enhancement of opportunities for multi-family infill within walking distance of retail and commercial services.

TARGETED TRANSPORTATION SERVICES

As the school-related trips contribute a substantial portion of all trips generated within the City, the establishment of a school bus program represents a significant opportunity for reduction in student trips. A community shuttle could promote pedestrian usage of Foothill Boulevard and provide added market support for commercial uses.

GOAL 4: Reduce the amount of vehicular emissions by planning for targeted transportation services.

Policy 4.1: Continue to cooperate with the La Cañada Unified School District to explore opportunities for establishing trip reduction programs and guidelines for schools. These programs may include evaluating the potential use of Prop-A Funds for establishing bus service and trip

reduction programs for the School District or school-oriented trips, such as after school programs for youth; and/or establishing fixed-route bus routes to serve school sites and residential areas by the City, and/or the School District.

Policy 4.2: Pursue opportunities to establish a pilot program for an integrated shuttle system to serve school trips, after school trips, and other community needs with a system of vans or small buses.

Policy 4.3: Pursue implementation of transit recommendations identified in the Community Transportation Study for the City of La Cañada Flintridge by DAVE Transportation Services.

Policy 4.4: Promote programs which require special event centers such as Descanso Gardens and Lanterman Auditorium to provide transit inducements for trip reductions to their patrons.

Policy 4.5: Encourage the use of alternative transportation modes such as bicycles for school and employment-related trips.

Policy 4.6: Evaluate the potential for centralized ordering and home delivery services to reduce trips and related air emissions.

REGIONAL COORDINATION AND COOPERATION

Air pollution crosses jurisdictional boundaries and therefore, must be addressed on a regional level and require multi-jurisdictional cooperation and resources.

GOAL 5: Improve air quality through regional coordination and cooperation.

Policy 5.1: Ensure that new and innovative air quality policies established by any jurisdiction are communicated to other jurisdictions through the Arroyo-Verdugo Transportation Coalition, West San Gabriel Valley (WSGV) Planning Council, and other areawide task forces.

Policy 5.2: Cooperate with other jurisdictions in the Arroyo-Verdugo Subregion and WSGV to further the strategies outlined in the WSGV Air Quality Plan.

Policy 5.3: Encourage the County of Los Angeles to establish programs which support the Arroyo-Verdugo Subregion and West San Gabriel Valley air quality policies and apply such policies to the

unincorporated pockets within the Arroyo-Verdugo Subregion and the West San Gabriel Valley for consistency with local programs.

PUBLIC PARTICIPATION AND EDUCATION

Air quality is a complicated issue requiring an aggressive public outreach program to promote understanding and cooperation in meeting local and regional air quality goals.

GOAL 6: Improve air quality by increasing public awareness of air quality issues through public participation and education.

Policy 6.1: Facilitate public compliance with regional air quality regulation through improved public education programs and curricula.

Policy 6.2: Encourage greater public participation in voluntary efforts to reduce air pollution through local public education programs, speakers bureaus, and other measures.

APPLICATION OF NEW EMISSION CONTROL TECHNOLOGIES

As science and industry advance, more air pollution control technologies will become available for use by cities, corporations, and individuals. In order to reduce air pollution emissions as required by federal and state laws, it is important to use those new technologies.

GOAL 7: Reduce air pollutant emissions through new emission control technologies.

Policy 7.1: Require that new municipal fleet vehicles purchased by the City utilize alternative fuel or energy systems, when such an alternative is reasonably available.

Policy 7.2: Encourage the use of alternative vehicle technologies and facilities to support such alternative technologies.

ENERGY CONSERVATION

Commercial and residential use of electrical energy and natural gas for space heating and cooling, refrigeration, water heating, food preparation, and lighting, results in significant emissions of pollutants, particularly NO_x. Energy use can be reduced by extending or expanding programs promoting conservation and efficiency.

GOAL 8: Reduce air pollutant emissions through energy conservation.

Policy 8.1: Identify opportunities for constructing energy demonstration projects in order to reduce consumption of natural gas and electricity.

Policy 8.2: Conduct energy audits at municipal facilities to identify areas where energy efficiency can be increased.

WASTE MANAGEMENT

Waste in landfills generates air pollutant emissions. In 1989 the State enacted the California Integrated Waste Management Act which requires local governments to reduce solid wastes by 25% in 1995 and 50% in the year 2000, thereby extending the usable life of these landfills while reducing the volume of materials which generate emissions. Air quality regulations in this area dovetail with these goals. In December, 1991, the City of La Cañada Flintridge adopted its "Source Reduction and Recycling Element" to comply with the Act's requirements. Specific waste management policies that reduce air pollutant emissions have been adopted into this Element.

GOAL 9: Reduce air pollutant emissions through waste reduction and recycling.

Policy 9.1: Continue to participate in enhancement and expansion of the existing areawide hazardous waste collection programs.

Policy 9.2: Maintain efforts to reduce municipal use of hazardous materials and ozone-depleting compounds.

Policy 9.3: Pursue on-going implementation of the waste reduction programs, recycling programs, waste management programs, and special waste programs outlined in the City's Source Reduction and Recycling Element.

IMPLEMENTATION APPROACH

The City of La Cañada Flintridge will introduce in the Fall of 1994, a separate Implementation Plan designed to achieve the air quality goals contained in this Element. The Draft Plan proposes specific action steps that the City will take to implement the policies identified in the Air Quality Element and to ensure that Congestion Management Plan requirements are met. Major actions proposed for this Implementation Plan include incentives for local businesses in achieving air quality goals; construction and development of transportation improvements such as synchronized signalization along Foothill Boulevard, development of a congestion mitigation strategy for the Angeles Crest/Chevy Chase intersection, development of capital improvement program for bikeways; revisions of Zoning Code to encourage intensified development, including mixed uses, in identified opportunity areas; assistance and cooperation with the La Cañada Unified School District in establishing bus, shuttle, bicycle access and facilities, preferential parking, and after school programs for students; and obtaining additional bus routes in cooperation with adjacent cities and regional public transit agencies.

City of La Cañada Flintridge

Circulation Element
Appendix A

Table C-1

TRIP RATES

LAND USE	DESCRIPTOR[a]	TRIP RATE - DAILY (Trip Ends Per Descriptor)
Retail:		
∘ **Shopping Center[b]**		
- 50,000 SF (With 35% Passby Reduction)	1,000 SF	91.7 (59.6)
- 150,000 SF (With 20% Passby Reduction)	1,000 SF	60.7 (48.6)
- 350,000 SF (With 10% Passby Reduction)	1,000 SF	44.2 (39.8)
- 700,000 SF (With 10% Passby Reduction)	1,000 SF	35.0 (31.5)
∘ **Office[b]**		
- 10,000 SF	1,000 SF	24.6
25,000 SF	1,000 SF	19.7
- 50,000 SF	1,000 SF	16.6
- 300,000 SF	1,000 SF	10.8
∘ **Residential**		
- Multi-Family	DU	8.0
- Single Family	DU	10.0
∘ **Gas Station** (With 50% Passby Reduction)	Pump	150.0 (75.0)

(a) Basis of the Trip Rate; e.g. 59.6 trip ends per 1,000 square feet (SF) or 10.0 trip ends per dwelling unit (DU).

( ) For shopping center or offices uses, it has been shown that Trip Rates decrease as the size of the development increases. Therefore, rates are shown for various size shopping center and office uses.

SOURCE: Trip Generation, Fifth Edition; Institute of Transportation Engineers (ITE); January, 1991.

TABLE C-2

TRIP GENERATION

A / LAND USE	SIZE PROPOSED	SIZE EXISTING	SIZE NET	NET DAILY TRIP ENDS GENERATED	
Area 1:					
∘ Retail[a]	33.30 KSF	32.50 KSF	0.80 KSF		40
∘ Residential, Multi-Family	9 DU	--------	9 DU		70
				Total	**110**
Area 2:					
∘ Retail[a]	50.10 KSF	3.34 KSF	46.76 KSF		2,270
∘ Office	--------	6.45 KSF	-6.45 KSF		-160
∘ Residential, Multi-Family	12 DU	12 DU[b]	0		0
∘ Residential, Single Family	--------	3 DU	-3 DU		-30
				Total	**2,080**
Area 3:					
∘ Retail[a]	62.80 KSF	60.34 KSF	2.46 KSF		120
∘ Residential, Multi-Family	15 DU	--------	15 DU		120
				Total	**240**
Area 4:					
∘ Retail[a]	8.30 KSF	--------	8.30 KSF		400
∘ Gas Station	--------	8 Pumps	-8 Pumps		-600
				Total	**-200**
Area 5:					
∘ Retail[a]	8.30 KSF	5.90 KSF	2.4 KSF		120
∘ dential, Single Family	--------	1 DU	-1 DU		-10
				Total	110

TABLE C-2 (cont.)

TRIP GENERATION

AREA / LAND USE	SIZE PROPOSED	SIZE EXISTING	SIZE NET	NET DAILY TRIP ENDS GENERATED
Area 6:				
∘ Retail[c]	10.00 KSF	4.92 KSF	5.08 KSF	300
∘ Residential, Multi-Family	3 DU	--------	3 DU	20
∘ Gas Station	--------	16 Pumps	-16 Pumps	-1,200
			Total	-880
Area 7:				
∘ Retail[c]	13.30 KSF	8.40 KSF	4.90 KSF	290
∘ Residential, Multi-Family	3 DU	--------	3 DU	20
∘ Residential, Single Family	--------	7 DU	-7 DU	-70
∘ Office	--------	4.99 KSF	-4.99 KSF	-120
			Total	120
Area 8:				
∘ Retail[c]	25.00 KSF	15.22 KSF	9.78 KSF	580
∘ Office	--------	10.06 KSF	-10.06 KSF	-250
∘ Residential, Multi-Family	--------	3 DU[b]	-3 DU	-20
			Total	310
Area 9:				
∘ Retail[d]	203.40 KSF	37.89 KSF[e]	165.51 KSF	5,210
∘ Residential, Multi-Family	44 DU	--------	44 DU	350
∘ Residential, Single Family	--------	46 DU	-46 DU	-460
∘ Office	--------	7.42 KSF	-7.42 KSF	-180
∘ Public (Use Office)	--------	3.00 KSF	-3.00 KSF	-70
			Total	4,850

TABLE C-2 (cont.)

TRIP GENERATION

./ LAND USE	SIZE PROPOSED	SIZE EXISTING	SIZE NET		NET DAILY TRIP ENDS GENERATED
rea 10:					
Retail[d]	100.40 KSF	17.74 KSF	82.66 KSF		2,600
Residential, Multi-Family	24 DU	--------	24 DU		190
Residential, Single Family	--------	15 DU	-15 DU		-150
Office	--------	37.57 KSF	-37.57 KSF		-620
Public (Use Office)	--------	17.52 KSF	-17.52 KSF		-290
				Total	1,730
rea 11:					
Retail[d]	36.60 KSF	39.44 KSF	-2.84 KSF		-90
esidential, Multi-Family	10 DU	--------	10 DU		80
e	--------	2.94 KSF	-2.94 KSF		-70
				Total	-80
ea 12:					
Retail[d]	312.00 KSF	119.69 KSF[e]	192.31 KSF		6,060
Office	--------	15.15 KSF	-15.15 KSF		-370
Residential, Single Family	--------	1 DU	-1 DU		-10
Public (Use Office)	--------	26.30 KSF	-26.30 KSF		-520
				Total	5,160
ea 13:					
Retail[d]	13.80 KSF	7.17 KSF	6.63 KSF		210

TABLE C-2 (cont.)

TRIP GENERATION

AREA / LAND USE	SIZE PROPOSED	SIZE EXISTING	SIZE NET	NET DAILY TRIP ENDS GENERATED
Area 14:				
∘ Retail[d]	37.70 KSF	24.55 KSF[e]	13.15 KSF	410
∘ Office	--------	6.98 KSF	-6.98 KSF	-170
∘ Residential, Multi-Family	8 DU	--------	8 DU	60
∘ Residential, Single Family	--------	1 DU	-1 DU	-10
			Total	290

Note: The "Areas" are illustrated on Figure LU-4 of the Land Use Element.

(a) The total retail square footage in this vicinity is 162,800 SF, so the trip rate for a 150,000 SF shopping cente was applied.

(b) Estimated based on the building square footage.

(c) The total retail square footage in this vicinity is 48,300 SF, so the trip rate for a 50,000 SF shopping center wa applied.

(d) The total retail square footage in this vicinity is 703,900 SF, so the trip rate for a 700,000 SF shopping cen was applied.

(e) Maintained the gas station in the calculation, since not all are expected to be redeveloped. For calcu. purposes, the stations in this development area were maintained.

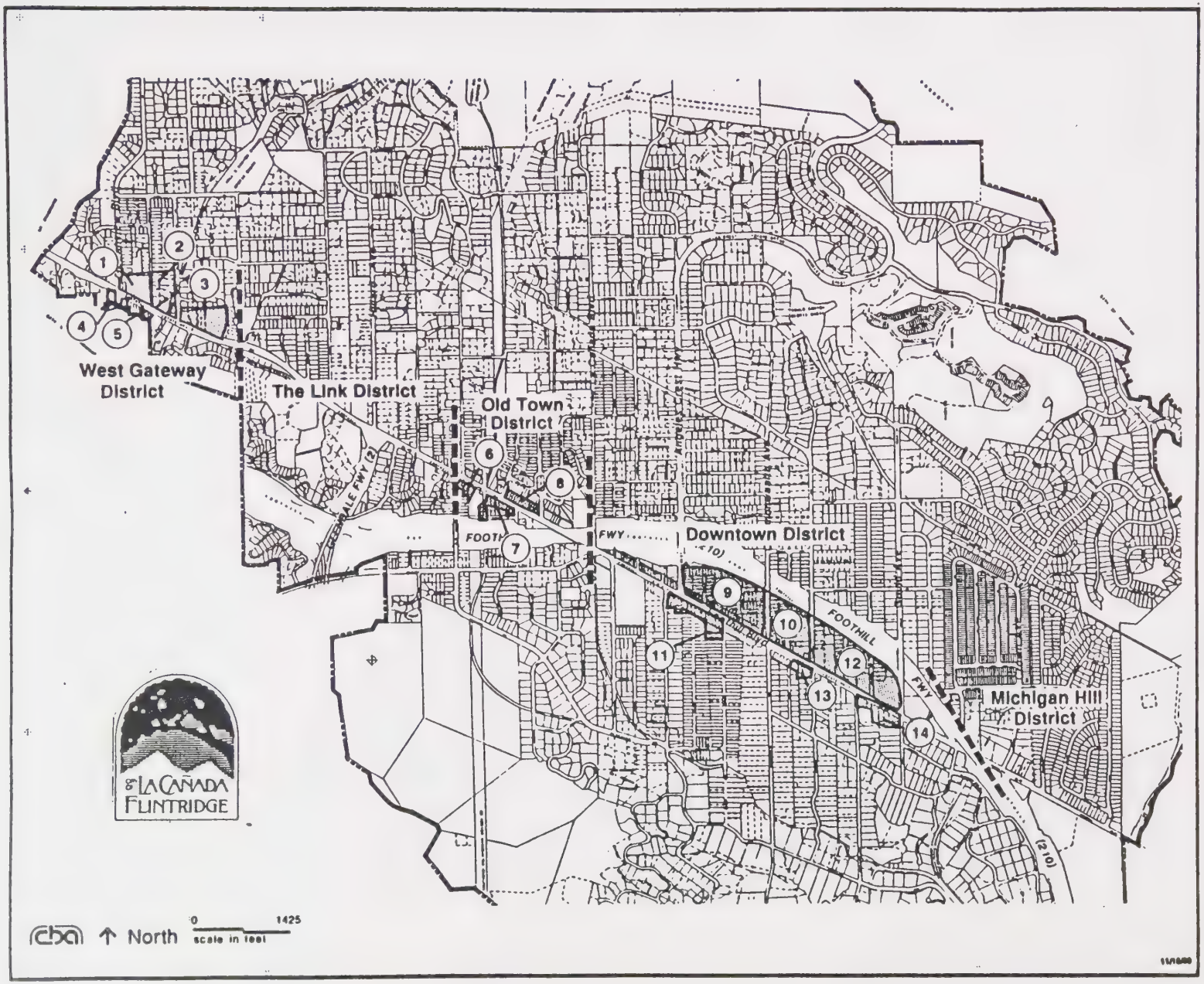


Figure LU-4
Foothill Boulevard
Development
Opportunity Overlay

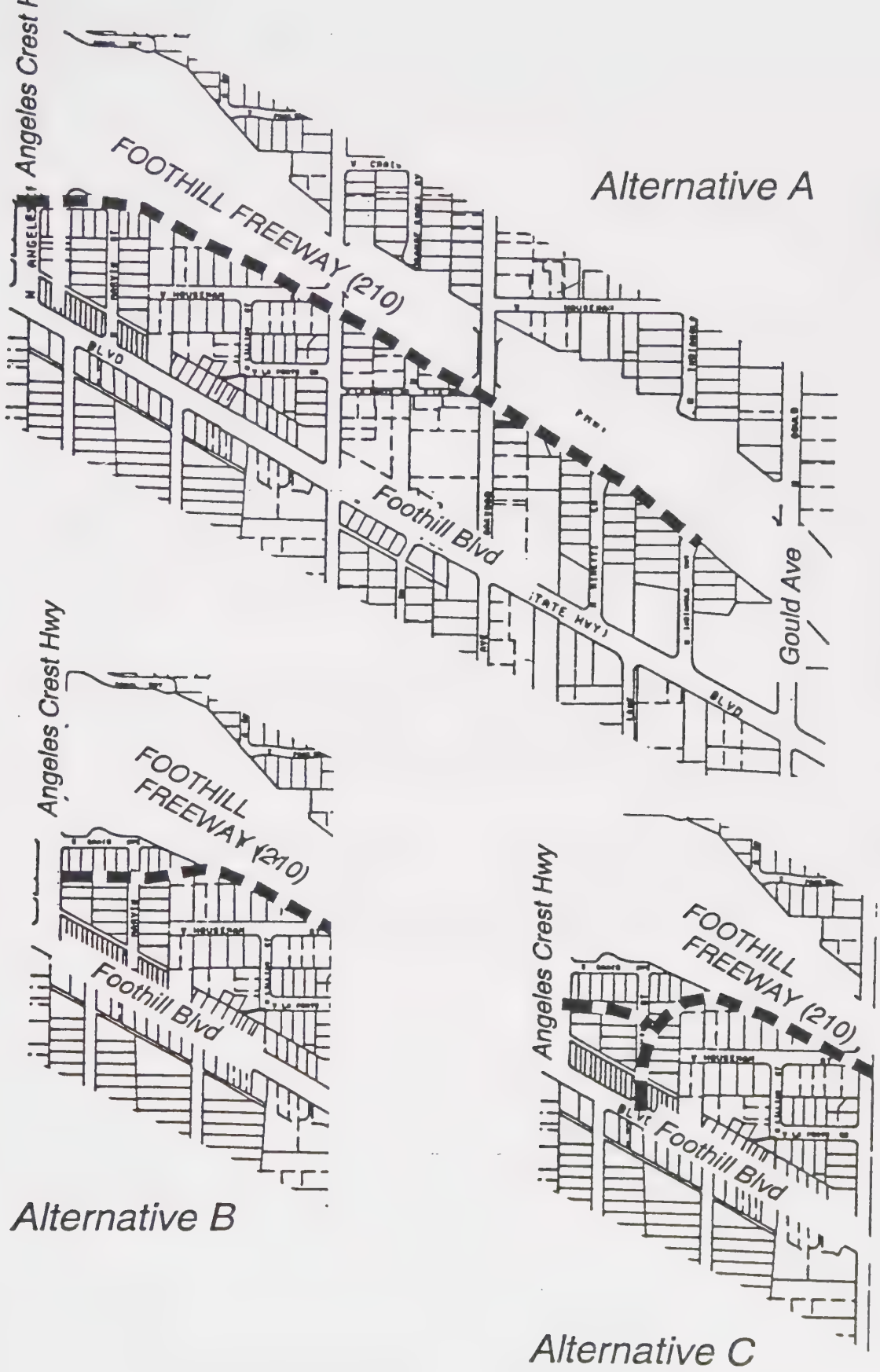


Figure C-8 NORTH ROAD ALIGNMENT

Table C-3

LEVEL OF SERVICE DESCRIPTIONS

ROADWAY SECTIONS

LEVEL OF SERVICE		NOMINAL RANGE OF VOLUME TO CAPACITY RATIO
A	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within the traffic stream. Drivers can maintain their desired speeds with little or no delay.	0.00 - 0.60
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. The stopped delays are not bothersome and drivers are not subject to appreciable tension.	0.61 - 0.70
C	Stable operations; however, the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail, but adverse signed coordination or longer queues cause delays.	0.71 - 0.80
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low, but tolerable.	0.81 - 0.90
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third of the free flow speed. Flow is unstable and there is potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of the delays.	0.91 - 1.00
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.	Not Meaningful

SOURCE: Highway Capacity Manual; Special Report 209; Transportation Research Board; 1985.

City of La Cañada Flintridge

Air Quality Element
Appendix A

APPENDIX A

DESCRIPTION OF OTHER AIR QUALITY PLANS AND PROGRAMS

TRIP REDUCTION ORDINANCE (TRO) HANDBOOK

In order to reach the standards outlined in the SCAG Carbon Monoxide Plan and the 1991/94 AQMP, local governments must adopt and implement trip reduction measures that can be quantified, enforced, and monitored. Firm commitments from local jurisdictions on how they will attain the trip reduction performance targets outlined by the County Transportation Commissions are expected. Performance targets for each jurisdiction are based on the County performance target, and on the population and employment in each city. The SCAQMD's TRO Handbook was written to guide and assist local governments in achieving the required reductions.

SCAQMD CARBON MONOXIDE PLAN (CO PLAN)

This plan is also known as the Federal Attainment Plan for Carbon Monoxide. The 1990 Amendments to the Federal Clean Air Act (FCAA) require that a CO Plan be developed to demonstrate how the region will attain the carbon monoxide air quality standard. The most recent 1992 Plan contains a consolidated transportation control measure and a menu of 14 actions which local governments could implement to reduce vehicular CO emissions.

REGIONAL COMPREHENSIVE PLAN (RCP)

The RCP is a plan currently in preparation by SCAG for the six-county area of Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties. The RCP is expected to be the blueprint for managing the growth and resources in the region and will contain policies and guidelines for local and subregional

planning programs. The City of La Cañada Flintridge is represented in this SCAG update by the Arroyo-Verdugo Sub-region (Pasadena, Glendale, Burbank, South Pasadena and La Cañada Flintridge). The City has become an active participant in the Transportation, Housing and Economic Development Committees of this Subregional Coalition.

REGIONAL AIR QUALITY RULE FOR SCHOOL DISTRICTS

The California Clean Air Act (CCAA) requires air quality districts to include provisions in their AQMPs to reduce emissions from indirect sources, including schools which attract student trips and generate mobile source emissions. The CCAC also requires districts with severe air pollution, such as the South Coast Air Basin to include in their AQMPs transportation control measures to achieve an average 1.5 persons per passenger vehicle during weekday commute hours, and no net increase in vehicle emissions after 1997. (The regional average as of 1994 is 1.12 persons per passenger vehicle).

In response to the provisions of the CCAA, SCAQMD is considering adoption of a regional rule that facilitates the reduction of student trips to high schools, colleges, and universities. Primary schools (grades K-6) and secondary schools where students are not old enough to drive may also be included in the rule, which may have provisions that encourage non-driving age students to take a bus or carpool. The rule would require that colleges, universities, high schools, and primary schools develop student trip reduction plans (separate from the employee trip reduction plans which schools employing over 100 at a site now submit). The goal of this control measure is to contribute to the Basin-wide 1.5 AVR target by reducing all student trips by 25 percent.

Schools would select workable strategies from a SCAQMD-approved list to comply with the rule. Examples of strategies to reduce student trips are: preferential on-site parking for carpools, carpooling and vanpooling programs, computer rideshare matching service, PTA involvement in rideshare matching, increasing bus service, subsidized bus passes, additional transit stops, preferential parking fees for carpools, on-campus parking allowed only for carpools and vanpools, education and promotion programs, construction of bicycle paths and secure bicycle storage, and improved traffic flow around schools. Schools may also be required by SCAQMD to remove

potential obstacles to ridesharing by adjusting class schedules, providing guaranteed rides home, etc.. The City of La Cañada Flintridge is investigating opportunities for our City and the La Cañada Unified School District to participate in any SCAQMD- or SCAG-funded demonstration projects for schools.

FEDERAL IMPLEMENTATION PLAN (FIP)

The U.S. Environmental Protection Agency is required to promulgate by February of 1995, a federal implementation plan (FIP) to attain federal ozone and carbon monoxide air quality standards in the South Coast Basin. The FIP includes tighter emission controls for heavy duty trucks, enhanced smog inspections of all vehicles, strengthened the recall program for cars and light and medium duty trucks with faulty emission controls, greater proportion of low emitting vehicles in certain commercial fleets, and other measures. The tighter emissions controls on heavy duty trucks could benefit La Cañada Flintridge by reducing emissions from trucks traveling on the Foothill Freeway (I-210).

1993 General Plan Update
GLOSSARY

A/B Line - The Hillside Management Line which identifies the urban edge for purposes of development in the northern hillside areas. The "B" side generally includes steeply sloping areas, while the "A" side is moderately sloping to flat. See LU Page 19.

Accessory Living Quarters - Additional habitable units, either attached (with second kitchen) or detached (need not have a kitchen). Often referred to as guest houses, second units, or granny flats, these units are regulated by City Ordinance No. 206.

Air Quality Management Plan (AQMP) - The regional AQMP was developed by the South Coast Air Quality Management District to deal with air resources on a regional basis. The policies of the regional AQMP are then adopted in sub-regional and local AQMP's to assure their implementation as appropriate to each local jurisdiction. By the end of 1993 each City must adopt an AQMP Element as part of its General Plan.

Affordable Housing - Housing which is affordable to Very Low, Low and Moderate Income families. State Housing Law establishes the criteria for these categories which are then adjusted regionally. The City of La Cañada Flintridge must relate the affordability of its housing to income levels in Los Angeles County.

Affordability - Reflects the proportion of affordable housing in the planning area (e.g., the City of La Cañada Flintridge) as compared to the total housing stock.

ALQ - see Accessory Living Quarters

Alquist-Priolo Special Studies Zone - Areas which are identified by the State Geologist as having active fault lines which pose hazards to human occupancy. The City of La Cañada Flintridge has no such zones.

Angle Plane - A measurement to limit building bulk near the property line by establishing a maximum building envelope. The City's Ordinance No. 192 identifies

the procedures for measuring this building envelope.

AQMD - see South Coast Air Quality Maintenance District

AQMP - see Air Quality Management Plan

Arterial - Shown in the Circulation Element as thoroughfares, these streets are designed for fast moving or heavy traffic, typically have rights of way measuring 70 to 120 feet, and are usually a part of a larger County and/or regional mobility network.

Assisted Care Facility - Housing for individuals, often seniors, where a minimal level of assistance is provided, such as monitoring of medications, dietary counseling, occupational therapy, etc.

Average Front Setback - A neighborhood compatibility standard which requires that the front setback of a house be the average of the front setbacks of the houses on either side. By requiring such an average, no new house or remodel can substantially alter the appearance of the street as a whole by extending substantially further into the front than the surrounding structures.

Balanced Development - A mixture of uses to support the primary objectives of the community, including housing, education, recreation, employment and retail shopping and services.

Biological Habitat - refers to the areas in which native vegetation and fauna live, such as the open chaparral, area trees, and seasonal or year-round streams.

Building Bulk - identifies the massing or impression of size which a structure presents, and is regulated by development standards limiting angle plane (building envelope), setbacks, lot coverage and total floor area.

Built-out - recognizes that most or all available land has been developed to the

maximum density permitted under existing standards and infrastructure constraints.

California Environmental Quality Act (CEQA) - establishes the process by which each development project or policy must be assessed to determine its potential effect on the environment. Also establishes levels of significance by which such impacts must be measured and criteria for approving projects or policies which serve the good of the community but in which the significant environmental impacts cannot be avoided or mitigated.

California Regional Water Quality Control Board (CRWQCB) - the State agency which assesses the water quality of the region and develops policies to assure the long-term quality of groundwater and stormwater runoff.

CEQA - see California Environmental Quality Act

Character - identifies the qualities by which a community or location are most readily identified, particularly where the combination of those qualities are unique or distinct from surrounding areas.

Circulation - refers to major thoroughfares, transportation routes, terminals, and other local public utilities and facilities.

City Council - The governing body of the City.

City Zoning Ordinance - The collection of all adopted zoning codes and ordinances which establish the development standards for the City.

Commercial/Office: See also Traditional Commercial, Shopping Center, Office - a land use designation which incorporates the range of commercial uses and which establishes maximum density or intensity standards for such areas.

Community Planned Development (CPD) - a land use and zoning designation previously

used for primarily commercial or office areas to reflect key policies for maintaining compatibility between commercial development and surrounding residential uses.

Common Public Parking - a parking lot which is provided and maintained for public use which may serve two or more land uses or merchants. Such a lot would typically be developed by private interests to serve common parking need for a block or district.

Community/Recreation Clubs - Clubs which have a membership requirement but which provide either social or recreational benefits to their members which offset or reduce the need for additional public facilities in the community.

Compatible Development - harmonious or non-competing uses or structures which contribute to the balance of uses for the community or neighborhood.

Complementary Development - uses which support one another by their location or design, such as a restaurant within an office building.

Comprehensive - thorough or inclusive, covering a wide range of interests or subjects.

Conditional Use Permit (CUP) - A permit for a use which, under specific conditions, can provide compatible and balanced development.

Consolidation of Uses/Lots - the combining or reorganizing of uses or lots to create a more flexible development area within which to meet parking, landscaping and open space objectives.

Constraint - a limitation or restriction on policy or development.

CPD - see Community Planned Development

CRWQCB - see California Regional Water Quality Control Board

CUP - See Conditional Use Permit

Debris Basin - see also Flood Control - a large area located at a collection point below a substantial watershed, designed to filter debris from the runoff of the water shed to allow water to continue through more constricted flood control and drainage management facilities.

Deed-restricted Private Open Space - a property upon which a covenant has been recorded restricting its use to open space, with specific provisions which may or may not allow such a restriction to be lifted at a future date.

Demographics - the characteristics of the population, or the study of such characteristics (number, age, ethnicity, income, employment, housing, marital status, etc.)

Density - the measure of intensity of development, particularly with respect to dwelling units per acre or number of persons per acre.

Density Bonus - Commercial - a bonus which may be granted by the City (discretionary) to a commercial project which meets stated development characteristics or objectives. For example, a project which consolidates lots and achieves a minimum project size may be eligible to apply for a density bonus.

Density Bonus - Residential - mandated by State law, such a bonus is granted to a residential development for production of lower income housing units within the development if the developer meets the requirements of State law for such bonuses.

Design Standards - Zoning code provisions which establish standards for design such as building envelope, open space or landscaping requirements, wall modulation, color intensity or reflectivity, architectural styling, etc.

Designation - the classification of land uses which identifies the general range of permitted uses and the maximum density or intensity of such uses.

Developed Park - see also Open Space, Public - a park which includes landscaping and which may include amenities for public enjoyment such as play equipment, picnic tables, restrooms, or recreational fields.

Development Intensity/Density - the degree or magnitude of development or use of a property or area which is permitted by its General Plan designation

Development Opportunity Overlay - Applied to areas targeted for specific redevelopment policies (identified in Figure LU-4), the Overlay allows for specific development incentives for each overlay, based on the goals of the specific overlay. An overlay area will be subject to the underlying zoning, except when a project is proposed which addresses one or more of the overlay goals and the incentives can be applied (e.g. extra density).

Development Standards - Zoning code provisions which establish standards for development, such as setbacks, building height, development density, parking requirements and landscaping.

Disinvestment - The lack of upkeep or ongoing maintenance of a property.

District - an area singled out for specific recognition or identification due to some distinct community characteristics, such as point of entry, development styles, etc.

Downtown - the District or area of Foothill Boulevard which begins at La Cañada Boulevard and continues westward to the 210 overpass at Crown Avenue. This District also incorporates the "Island" of land north of Foothill Boulevard up to the 210 Freeway which is bounded on the west by Angeles Crest Highway and on the east by Gould Avenue.

Drainage - the flow of water across land or through pipes, channels or conduits, particularly during rainstorms. See also, Drainage Channel or flood control.

Drainage Channel - see also Flood Control - A public or private watercourse and drainage management structure, which may or may not include improvements to assist in channelization of the water. See LU - Section I: Existing Land Use for more information on public drainage channels.

Dwelling Units - houses, apartments, condominiums, or any other structure or portion of a structure used as a separate living unit.

Dwelling Units Per Acre - a measure of development intensity for housing units. State law prohibits the inclusion of second units (Accessory Living Quarters) in such density calculations for single family residential areas.

Economic Development Strategy - a plan by which a community's economic uses, such as retail or service businesses, can be developed or redeveloped to provide long term business or economic services to meet the needs of the community.

Edison Right-of-Way - a 170 to 400 foot width of land which traverses the City from south to north beginning at Descanso Gardens and which traverses from east to west where it intersects the northerly urbanized edge of the City just west of Haskell Street. This right-of-way channel is utilized for the high power electrical towers of Southern California Edison, and is designated as open space.

EIR - See Environmental Impact Report

Elderly - a term which the U.S. Bureau of Census uses to refer to members of the population who are 65 years of age or older, regardless of mobility or self care abilities.

Environmental Constraints - limitations imposed by factors such as topography, geology or availability of water which serve to constrain use or development of a property.

Environmental Impact Report (EIR) - a detailed statement prepared under CEQA

describing and analyzing the significant environmental effects of a project or program and discussing ways to mitigate or avoid the effects. May refer to a Draft EIR (DEIR) or Final EIR (FEIR).

Environmental Resources - the resources which exist within the area, such as land, air, water, minerals, flora, fauna, ambient noise, and objects of historical or aesthetic significance. Includes both natural and man-made resources.

Environmentally Sensitive - a physical aspect or area which is susceptible to damage or destruction under various levels of use or development.

Erosion - the wearing away of soil due to the impacts of the water and/or wind.

Estate Residential - a land use designation for extremely low density which permits up to one dwelling unit per acre.

Existing Land Uses - those uses or developments which currently can be found on the land, such as single family residences, commercial development, etc.

Facade Improvements - improvements to the front of a building, often referred to as a "face lift" for a building

FAR - see Floor Area Ratio

FCD - see Foothill Community District

FEMA - see Federal Emergency Management Agency

Federal Emergency Management Agency (FEMA) - the federal agency which identifies substantial public hazards, such as flood zones, and which manages emergencies due to natural disasters (floods, earthquakes) or failure of drainage facilities due to natural phenomenon (floods, unusually high rain levels, etc.)

Female-Headed Households - A term used by the U.S. Bureau of Census to describe households where the primary income earner or decision-maker is a woman. Generally these are assumed to be single women, with or without children.

Fire Hazard Area - an area identified to be potentially at greater risk of fire due to a combination of topography, vegetation, and access.

Fire Zone 4 - a designation for high fire hazard areas which triggers more stringent building standards such as spark arrestors for chimneys, enclosure of underfloor areas, and one hour fire protections for exposed utility pipes and wires.

Flag Lot - any lot who's access to a public or private street is provided by a strip of land the width of which is less than fifty feet.

Flat area - An area with an average slope of less than 15%

Flood Control Facility - a drainage channel, debris basin, reservoir or spreading ground which is a component of the overall flood control system.

Flood Hazard/Flooding Potential - an area which is subject to flooding due to its topography and location at or below the high water mark for drainage control or storage facilities.

Floor Area Ratio (FAR) - see also Figure LU-6 - the relationship of the total gross floor area of all buildings on a lot to the total land area of that lot, expressed as a ratio.

Foothill Boulevard - the primary east-west transit and commercial corridor of the City.

Foothill Boulevard Master Plan (1991) - A plan developed in 1990-91 for land use, public improvements, design and economic development to enhance the 3.6 mile long Foothill Boulevard corridor. The City Council accepted the plan in November, 1991, and directed that it be incorporated into all subsequent updates of the General Plan

Elements.

Foothill Community District (FCD) - often referred to as "The Island", it incorporates the land north of Foothill Boulevard up to the 210 Freeway which is bounded on the west by Angeles Crest Highway and on the east by Gould Avenue. FCD also refers to the land use designation and zoning categories for this area.

Foothill "Island" - see Foothill Community District

Fragmented Uses - uses which are divided so small or which are so unrelated as to provide no complementary or compatible characteristics to surrounding properties or uses.

General Plan - a comprehensive, long-term plan for the physical development of the City.

General Plan Advisory Committee - a committee of nine local citizens appointed by the City Council in September, 1992, to provide advisory policy guidance and direction for the updating of the General Plan Land Use and Housing Elements.

General Plan Amendment - any change or group of changes to the adopted General Plan.

Geologic Hazards - characteristics of the soil, bedrock or underlying earth crust which subject a property to a risk of landslide, mudslide, or earthquake.

Goals - the intent or purpose which defines the long-term future for a community.

Governmental Constraints - those limitations which are placed by local, state or federal law or regulations, such as development permit processing, building codes, etc.

Government Facilities - any building, land or physical resources which are owned or

operated by a government agency.

GPAC - see General Plan Advisory Committee

Growth Management Plan - developed by the Southern California Association of Governments (SCAG), this plan outlines the plans for growth within the region of Southern California and the necessary facilities, such as transportation and housing, to accommodate such growth.

Guest House - see Accessory Living Quarters

Handicapped - a term used by the U.S. Bureau of Census to identify individuals with mobility or self-care limitations.

High Density Residential - a multi-family land use designation which allows up to 30 units per acre.

High Quality Development - refers to a concept of development which incorporates development and design standards which provide an aesthetically pleasing or acceptable development, such as landscaping and open space requirements, height and bulk limitations, traffic and circulation controls, etc.

Higher Intensity Residential Uses - refers to residential uses which permit more dwelling units per acre, such as Medium Density Single Family Residential (properties with up to 7,500 square feet), or Medium-High or High Density Multi-Family Residential uses (up to 15 units per acre or up to 30 units per acre, respectively).

Hillside - a property of sloping topography, which has overall calculated average slope of 15% or greater.

Hillside Development Standards - those standards set forth in Ordinance No. 186 to protect existing open space and to ensure that any hillside development is orderly and

consistent with desirable and existing surrounding development patterns, is carried out in a manner which promotes and enhances public safety and general welfare, and is not disruptive of the predominant hillside character of the community.

Hillside Residential - the land use designation applied to properties north of the "A/B" Hillside Development Line, which allows up to 1 dwelling unit per 10 acres.

Hillside Tract Map - A land division proposed for a property which has an overall average slope of 15% or greater and which would result in five or more lots.

Housing Element - the portion of the General Plan which must identify and analyze existing and projected housing needs and provide a statement of goals, policies, quantified objectives and scheduled programs for the preservation, improvement and development of housing. The element must identify adequate sites for housing, and make adequate provision for the existing and projected needs of all economic segments of the community.

Human Scale - designed for or geared toward humans as pedestrians, or providing an inviting atmosphere for people to shop, stroll, live, play work and move.

Improvement Bonding - a financial arrangement which insures that specific required improvements to a development can be made, even if the developer fails to make them. Such bonds are typically utilized for roads, drainage improvements, and utilities.

Independent Care Facility - Housing for individuals, often seniors, where common facilities such as dining and recreation are provided, but individuals live in their own independent units with little or no assistance.

Industry - manufacturing of goods, as compared to retail, service or office uses.

Infill - the development of parcels previously left as open space, or the redevelopment of underdeveloped properties.

Infrastructure - streets, utilities and support services such as water and wastewater management facilities.

Infrastructure Constraints - limitations placed on development due to the inability of the existing infrastructure system to support additional development, such as a lack of water pressure above a certain elevation.

Institutional - a land use which is operated by a private entity for a general public good such as healthcare or education (e.g. private schools, hospitals).

Integration/Integrated Improvements - improvements which overlap or complement each other such as public right-of-way landscaping and adjacent commercial development using similar landscaping.

Intensification of Use - the escalation of a use, either in density or frequency of use, or in appearance, such as the enclosure of a previously open area, or the introduction of a larger building in place of a smaller one.

Inundation - flooding or overwhelming of a site with water, soil or mud.

Irregular-Shaped Lot - a design or configuration of a lot which does not approximate a rectangular shape.

"The Island" - See Foothill Community District

Issue Paper - A memorandum for discussion of the key issues related to a study topic; such papers were developed by City Staff and used to generate discussion and ideas by the General Plan Advisory Committee.

Jobs/Housing Balance - the planning concept that the jobs in a community should be supported by sufficient housing in or near the community which is appropriate in nature and quantity to meet the needs of the employees of those jobs.

JPL - Jet Propulsion Laboratories - A division of NASA, the National Aeronautics and Space Administration, located on the eastern border of the City, and managed by a contract with CalTech.

Jurisdiction - the area and type of authority granted to an agency by its ruling body, such as the State or Federal Government.

Land Use - The activities and uses that occur on a given property or properties, or within a specific district, area or City.

Land Use Element - the portion of the General Plan which designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agricultural, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land within the City, as required in California Government Code Section 65302; it includes a statement of the standards of population density and building intensity recommended for the area covered by this plan, as required by the California Government Code.

Land Use Policy Map - the graphic portion of the Land Use Element of the General Plan which relates specific land use categories to individual parcels of land, as required by State law.

Larger Families - a term used by the U.S. Bureau of Census to identify families with five or more members.

Light Industrial - refers to light manufacturing operations and land uses.

The Link - the Foothill Boulevard District which begins at Leata Lane and continues eastward to Alta Canyada Road; it is primarily residential in nature with a few professional offices and five public/semi-public uses.

Liquefaction - the process whereby mudslides occur due to introduction of water (liquid) into a geological configuration which will liquefy (become mud) and slide.

Liquid Waste - Wastewater, such as sewage.

Local Serving Commercial Use - a commercial activity which is designed or oriented toward local residents and businesses, and which is likely to pull very few customers from outside its immediate area.

Long-term - typically refers to a lengthy planning period, such as the twenty to thirty year planning horizon of a General Plan.

Lot Assemblage - the assembling or collecting of lots to create a larger parcel or project area.

Lot Configuration - the general shape of a lot

Lot Consolidation - the assembling and merging of lots into a single parcel or project area.

Lot Coverage - the area or amount of the lot which is covered by solid roofed structures.

Lot Split - the division of a parcel of land; usually refers to a small number of resulting parcels, such as two or three.

Low Density Residential - a land use designation for single family residential properties which permits up to four dwelling units per acre. Corresponding zoning designations are R-1-15,000 and R-1-10,000, where the numbers denote the minimum lot size for the zone.

Lower Income Household - a term used in State housing law to refer to households where the total gross income for a family of four people is 80% or less of the County's median income level; includes both Low and Very Low Income Households.

Mansionization - the introduction of a new or expanded house where the size and shape of the house in relation to the lot is "too big": the house overfills the view from the street or adjacent properties; the building is not balanced by an adequate amount of surrounding open space on the ground or view of the sky; the building is too near the street or property lines for its height, causing it to loom over the sidewalk or over a neighbor's house and yard; or, in some cases where the lots are larger, the new or expanded house is substantially larger than any of the surrounding development.

Market Constraints - the factors of the marketplace which directly act to constrain development activities, such as land and construction costs, infrastructure costs, etc.

Medium Density Residential - a general plan designation category for single family residential development which permits up to 8.7 dwelling units per acre; corresponding zoning categories include R-1-5000 and R-1-7500, where the numbers denote the minimum lot size for the zone.

Medium-High Density Residential - a general plan designation category for multi-family residential development which permits up to 15 dwelling units per acre; the corresponding zoning is RPD - Residential Planned Development, which includes extensive parking, site plan and landscaping requirements.

Merger of Lots - The legal act of consolidating lots, typically to achieve a conforming lot size or a larger project area.

Metropolitan Transit Authority (MTA) - the consolidated authority which was formed from the merger of the Los Angeles County Transportation Commission (LACTC) and the Southern California Rapid Transit District (SCRTD).

Michigan Hill - The Foothill Boulevard District which begins at the 210 overpass at Crown Avenue and continues eastward to Oak Grove Drive; composed primarily of residential uses, it also includes four public/semi-public uses.

Mineral Resource Management - the planning and control of mineral resources, such as ore deposits and liquid or gaseous substances which are mined, according to the Public Resources Code.

Minimal Economic Return - the concept that a property owner is entitled to at least some minimal use and return from the investment in real estate; in urbanized areas such return has been deemed by the courts to be one single family residence; in rural areas such use may be even more restricted, such as the keeping of bees.

Mixed Use - the combination of more than one type of use on a site, such as a commercial and office use on the same site, or a retail facility with adjacent residential units.

Moderate Income Household - a term used in State housing law to refer to households where the total gross income for a family of four people is 81% to 120% of the County's median income level.

MTA - See Metropolitan Transit Authority

Multi-Family Residential - Attached or semi-attached housing units which accommodate two or more families on a given project site; examples include duplexes, garden townhomes, condominiums and apartments.

Neighborhood Character - the qualities of an area which make it distinct as a neighborhood, such as the average front setback, the sizes of homes, the style or construction periods of homes, the vegetation or landscaping characteristics, etc.

Neighborhood Compatibility Review - a review of new homes or remodeled/expanded

homes to ensure their compatibility with surrounding development patterns and trends.

Noise-attenuating Design - the inclusion of design features such as insulation, double-paned windows, etc which reduces the noise levels experienced inside structures, usually adjacent to major thoroughfares, freeways, airports, or other noise generating uses.

Northern Road - a proposed right-of-way which would run adjacent to the 210 freeway on the southern side, above Foothill Boulevard in the Island (FCD) area, to provide accessibility and depth to any multi-family and commercial uses which may result from the land uses, zoning and development opportunity overlays identified for this area. Such right-of-way is proposed as a long-term project, requiring at least 20 years to assemble and develop, according to the Foothill Boulevard Master Plan.

Office/Office Buildings - a building or buildings which house uses which do not generate a substantial amount of in-and-out traffic, and which generally are utilized or occupied by a larger number of employees than customers.

Old Town - the District of Foothill Boulevard which starts at Alta Canyada Road and ends on the east at La Cañada Boulevard, and incorporating the southern "island" between Foothill and the 210 Freeway which is bounded by the streets of Indiana, Curran, and Union Streets.

On-site Septic System - a privately owned and maintained wastewater (sewage) management system, consisting of a septic tank and cesspool or leach fields.

Open Space - Private - an area which has been restricted by deed and, in many cases by parcel or tract map conditions, to remain as open space, but which is privately owned by a property owner or group of owners, such as a homeowner's association.

Open Space - Public - a publicly owned property which has been designated for open space and/or passive recreational uses, such as hiking or camping.

Ordinance - A law or regulation adopted by the governing body, such as the City Council.

Outdoor Amenities - accommodations such as bus benches, amenities, shade trellises, street lights, etc., designed to improve an outdoor area.

Overlay - a designation or "cover" which adds incentives and/or restrictions which are in addition to those of the underlying designation or zoning; its purpose is to encourage a particular type of reuse or revitalization in an area without singling out a specific parcel or parcels for such designation.

Owner Occupied - the owner of the property lives or on the property.

Parapet - a low wall at the edge of a roof or balcony

Parcel Map - a map which identifies a proposed (tentative) or approved and recorded (final) division of land into four or fewer parcels.

Park - a piece of land used kept in a natural state or maintained for recreational use.

Parking Reduction - a reduction in the number of parking spaces required for a given project under the zoning code; typically provided as a development incentive or in recognition of site constraints such as topography or size of the site.

Pedestrian-Friendly - inviting, easy to use or access, or safe for pedestrians.

Pedestrian-Oriented - of a scale, orientation or size which invites or is consistent with pedestrian use.

Physical Development - structures, paving, landscaping and any other improvements to support a land use other than in a natural state.

Planned Development Permit - a permit for the physical development of a site which is reviewed and issued once the use has been permitted or conditionally permitted.

Planning Commission - the body appointed by the City Council which is charged with the development of the general plan, formulation and administration of the zoning map and ordinance and review of development applications. In the City of La Cañada Flintridge, this body has approval authority for all of these actions except final approval of amendments to the general plan and the zoning code.

Policies the strategies or methods by which goals are attained.

Private Septic/Sewage Disposal System - a privately owned and maintained wastewater (sewage) management system, consisting of a septic tank and cesspool or leach fields.

Professional Offices - offices which serve doctors, psychiatrists, attorneys, accountants and other professionals.

Programs - the procedures or schedule by which a policy is implemented.

Public Facilities - any building, land or physical resources which are owned or operated by a public agency, such as a utility district or government entity.

Public Hearing - a meeting announced and advertised in advance and open to the public, at which the public has an opportunity to talk and participate.

Public Improvements - any improvement, facility, or service together with its associated public site or right-of-way intended to provide transportation, drainage, public or private utilities, energy or similar essential services.

Public/Semi-Public - a diverse group of land uses which are owned or operated by public or quasi-public organizations and which provide some benefit to the community.

Public Use - a use which is owned or operated by a public agency and which is available for use by the public, either directly (e.g. parks), or indirectly (e.g. water service facilities).

Public Services - services which are provided by a public agency or under contract or authorization by a public entity, such as gas, water, electric, cable, trash collection, etc. *Public Utilities* - an entity or agency which provides a service or resource which is good for the public, such as gas, water, electricity or cable television.

Public Workshop - a meeting announced and advertised in advance and open to the public at which the public has an opportunity to be listen, to learn and to talk and participate in discussions; less formal than a public hearing.

Rancho Subdivision - an area located in the eastern portion of the City of La Cañada Flintridge which was subdivided in the 1910's to 1920's, and which is developed as a medium density single family residential area.

Recreational Facilities - facilities designed to accommodate recreational activities, such as playgrounds, baseball or football/soccer fields, tennis or sport courts, track facilities, bandstand/pavilions, etc.

Recreational Resources - the resources of a community which are available to meet the demands for recreational activities; these may include public and private facilities.

Recreational Trails - trails designed for a variety of users, including hikers, equestrians and non-motor bikers.

Recycling (of land uses) - the returning of a property from a state of disuse or disinvestment to a permitted or preferred active use.

Redevelopment - Private - the reinvestment to or reconstruction of properties through the use of private funds, from private sources, such as property owners, tenants,

neighborhood associations, merchants associations, etc.

Redevelopment - Public - the reinvestment to or reconstruction of properties using public funds, such as redevelopment agency monies, local or state grants or low cost loans, etc.

Redevelopment Agency - a public body which, when given a project area, is charged with the redevelopment of properties within that project area. Such an agency may or may not have the power of eminent domain for accomplishing its charge.

Regional Housing Needs - the region-wide need for housing, including all income levels and special needs groups such as elderly, large families, handicapped, and female-headed households.

Regional Housing Needs Assessment (RHNA) - the assessment or assigned number of housing units which a community needs to make available, broken down by income categories (Very Low, Low, Moderate and High) in order to provide its fair share of housing to meet the region's housing needs. This number is assigned to local governments by the Council of Governments (SCAG, for La Cañada Flintridge)

Regional Mobility Plan - a regional transportation and accessibility plan which is developed by the Council of Governments (SCAG, for La Cañada Flintridge) to assure coordination of transportation planning between local and regional transportation agencies and local governments.

Regional Plans - any of a number of plans, including Transportation/Mobility, Growth Management, Economic Development, and Housing, which are developed to assure coordination between local governments and agencies as well as regional and state organizations and departments.

Research and Development - the process of exploration, experimentation and implementation of new ideas, typically before a market return can be predicted for any

individual project or product.

Residential Development Potential - the facility, aptitude or likelihood for development of residential uses on a property or in an area.

Residential Mansionization - see Mansionization

Residential Lot Splits - see Lot Split

Residential Units - separate structures or living areas, attached or detached, which can be used as residences.

Retail Sales/Service - the sale of goods or services to the public, often in relatively small quantities.

RHNA - see Regional Housing Needs Assessment

Risk of Upset - the risks associated with the release of hazardous substances in the event of accident or disaster, accidental release of hazardous substances during use or transport in the event of upset conditions, and fire.

SCAG - See Southern California Association of Governments

SCAQMD - see South Coast Air Quality Maintenance District

SCE Right-of-way - See Edison Right-of-Way

School - Private/Parochial - any school which is owned or operated by an entity other than a public school district.

School - Public - a school which is owned and operated by a public school district.

Second Unit - see Accessory Living Quarters

Seismic Hazard - the risk or hazards associated with seismic activity (earthquakes).

Semi-Public Use - a use which is provided by an organization or agency which is not a public or government entity, but which use serves as an overall benefit to the community, such as a social or recreational club, place of worship, etc.

Semi-rural - occurring or appearing in some degree rural, or almost rural; may imply a lack of urban amenities such as sidewalks, street lights, public sewers, etc., or may imply a lower density or wooded character.

Seniors - a term used to refer to individuals who are at least 55 years of age or older; may also be limited to persons 62 years or older, or 65 years or older, depending on the context of its use.

Senior Citizen Apartments/Condos - housing which is restricted to or developed for the specific needs of senior citizens; often such housing has "panic buttons" where an on-site manager can be summoned in event of distress or medical emergency.

Senior Housing - refers to a wide range of housing options available to senior citizens, including senior apartments/condominiums, independent living facilities, assisted care facilities, and skilled nursing facilities.

Septic System- a privately owned and maintained wastewater (sewage) management system, consisting of a septic tank and cesspool or leach fields.

Setback - the required distance between a structure and the property line.

Sewer System - a system for transportation and/or treatment of wastewater.

Shopping Center - an area or complex of shops with associated facilities such as common walkways, parking, lighting, landscaping and signage.

Single Family Residential - a designation the denotes one residential unit, designed for a single family, per lot.

Site Planning - the design or arrangement of buildings, parking, walkways, landscaping and amenities for a particular site.

Skilled Nursing Facility - a facility which provides skilled nursing care, and which often includes long-term living quarters for patients under such care (often considered convalescent hospitals or nursing homes). Such a facility may be part of or separate from a hospital which provides skilled nursing care.

Small Lot - Commercial - a commercially zoned or designated lot which has less than 20,000 square feet in area.

Small Lot - Residential - a residentially zoned or designated lot which has less than 10,000 square feet in area (medium density or higher).

Special Needs Groups - groups identified by the State of California as having special needs with respect to housing. These groups include elderly, handicapped, female-headed households, homeless, farm workers, and large families.

Soil Stability - refers to the firmness or compaction of soil, particularly under stress from the introduction of liquids or structures.

Solid Waste - trash and other solid refuse.

South Coast Air Quality Maintenance District (SCAQMD) - the regional agency for the greater Los Angeles area which has responsibility for implementation of state air resources laws and regulations. This agency has the authority to promulgate and enforce regulations designed to improve regional air quality.

Southern California Association of Governments (SCAG) - the regional Council of

Governments for the greater Los Angeles Area. This agency develops regional plans based on coordination of the plans of local and other regional agencies such as SCAQMD and MTA.

Street-oriented Retail - retail uses which are oriented toward the adjacent street rather than in intermediate parking lot.

Stylistic Elements - architectural elements which introduce characteristic forms or components of an architectural style.

Subdivision - the division of any unit or units of land for the purpose of sale, lease or financing.

Substandard Dwelling Unit - a unit which does not meet minimal general health and safety standards.

Substandard Lot - a lot which contains less than 5,000 square feet, or which contains less than the minimum area for the underlying zone.

Threshold - a step in a scale of measures, such as development standards which becomes operative in certain conditions, or which acts as a trigger for additional processing; e.g., a detached structure of less than 600 square feet requires no building permit, but any structure greater than 600 square feet must have a building permit.

Tract Map - - a map which identifies a proposed (tentative) or approved and recorded (final) division of land into five or more parcels.

Traditional Commercial - street-oriented properties designed for retail sales and service uses.

Transition Area - an area which acts as a buffer or progression between a lower more rural density and a higher, more urban density of development.

Transportation Facilities - the network or collection of facilities for providing transportation, such as roadways, bus stops and bus lanes, carpool lanes, bicycle lanes and parking for all types of vehicles.

Topography - a representation or expression of the natural and artificial features of a parcel, area, town, region, etc., including all landforms (hills, valleys, streams, etc.)

Under Parked - having less parking than necessary to support the land use or to meet the underlying zoning requirements.

Underdeveloped - not fully developed; below its economic potential.

Undersized Lot - a lot which has less than 5,000 square feet, or less than the minimum area required by the underlying zoning.

Upper Income Household - a household of four which earns more than 120% of the median income for the county.

Urban Edge - the generally recognized end of urbanized development; usually corresponds closely to a designation of urbanized areas by the U.S. Geological Survey.

Utilities - see Public Utilities

Vacant Land - land which is empty or unoccupied by structures.

Verdugo "Island" - The area bounded by Verdugo Boulevard on the south and the 210 Freeway on the north, with La Tour Way on the west and Alta Canyada Road on the east.

Vertical Walls - walls which are perpendicular to the ground, such as a building facade.

Very Large Homes - generally refers to houses in excess of 5,000 square feet in area, but may also refer to homes in excess of 10,000 square feet in area.

Very Low Density Residential - a single family residential land use designation which allows up to two dwelling units per acre; corresponding zoning designations are R-1-20,000 and R-1-30,000, where the numbers represent the minimum lot area required by the zone.

Very Low Income Household - a household of four which makes 50% or less than the county's median income.

Viewscape - a panorama or vista which forms a significant view.

Viewshed - see Viewscape

"Village" - a self-contained district or community within a town or city, regarded as having features characteristic of a smaller municipality or collection of related uses.

Wall Modulation - a variation or articulation in the plane of a wall across its expanse.

Wastewater - sewage and other used water which is not potable or may not be safe for human consumption.

Wastewater Management - the process or system of transporting and/or processing wastewater.

West Gateway - a District of Foothill Boulevard which is begins at the City's western border, Briggs Avenue, and continues eastward to Leata Lane.

Zoning - a measure enacted by the City which divides the community into districts or zones within which permitted and special uses are established, as well as regulations governing lot size, building bulk and placement, and other development standards.

Requirements vary from district to district, but they must be uniform within districts.

Zoning Ordinance - a local law that contains detailed standards and procedures to implement the General Plan. The Ordinance divides the city into various zoning districts with different land uses permitted in the districts. This Ordinance consists of two parts: the text and the map.

La Cañada Flintridge General Plan Elements

Land Use Element (LU) (under revision)
Environmental Resource Management Element (ERME): recreation and open space
Community Design Element
Circulation Element
Housing Element (under revision)
Noise Element
Safety Element
Air Quality Element (under development)

Conversion Table

1 acre = 43,560 square feet
½ acre = 21,780 square feet
8.6 square miles = 5,504 acres

EXISTING LAND USE CATEGORIES

RESIDENTIAL

Single Family:

Large Estate (3+ acres)

Estate (40,000 sq. ft. to 3- acres)

Very Low Density (20,000 sq. ft. to 39,999 sq. ft.)

Low Density (10,000 sq. ft. to 19,999 sq. ft.)

Medium Density (5,000 sq.ft. to 9,999 sq.ft.); includes developed lots less than 5,000 sq.ft.

Vacant (undeveloped, less than 3 acres)

Vacant - Large Residential (undeveloped, 3 acres or greater)

Multi-Family:

High Density (up to 30+ units/acre)

COMMERCIAL

Retail Sales/Services

Office

Mixed Use (Office/Retail/Residential)

Light Industrial

Vacant (less than 3 acres)

COMMUNITY SERVICES AND FACILITIES

Government

Public School

Private School

Church

Drainage/Utilities

Free-standing Parking Lots

Streets & Freeways

PARKS AND RECREATION

Park - Developed

Public Open Space

Private Open Space

Equestrian

Community/Recreation Club

ZONING CATEGORIES

The following are zoning categories which are currently applied within the City:

RESIDENTIAL

Single Family:

R-1-40,000 (minimum lot size 40,000 sq. ft.)

RPD-40,000 (average lot size throughout project, including open space, 40,000 sq.ft.)

R-1-30,000 (minimum lot size 30,000 sq.ft.)

R-1-20,000 (minimum lot size 20,000 sq.ft.)

R-1-1/3 acre (minimum lot size 1/3 acre, or 14,520 sq.ft.)

R-1-15,000 (minimum lot size 15,000 sq.ft.)

R-1-10,000 (minimum lot size 10,000 sq.ft.)

R-1-7,500 (minimum lot size 7,500 sq.ft.)

R-1 or R-1-5,000 (minimum lot size 5,000 sq.ft.)

Multi-Family: R-3 (up to 30 dwelling units per acre) [The RPD Multi-family zoning category is available for up to 12 units per acre, but is not presently applied within the City.]

Other: Residential Parking

COMMERCIAL

CPD (Community Planned Development) (Maximum Lot Coverage 50%; no maximum Floor Area Ratio/FAR; up to 30 dwelling units per acre)

FCD (Foothill Community District) (Transitional commercial development/multi-family: Maximum Lot Coverage 50%; no maximum FAR; up to 15 dwelling units per acre)

COMMUNITY SERVICES AND FACILITIES

OS (Open Space)

W (Watershed)

SR (Special Recreational)

A-2-3 (Open Space)

A-2-5 (Open Space)

A-Agricultural

R-R-1 (Resort and Recreational)

P (Parking)

Transportation Facilities and Services

Facilities:
Freeways
Thoroughfares
Collectors
Local Streets
Park-and-Ride lots
Free-standing Parking Lots

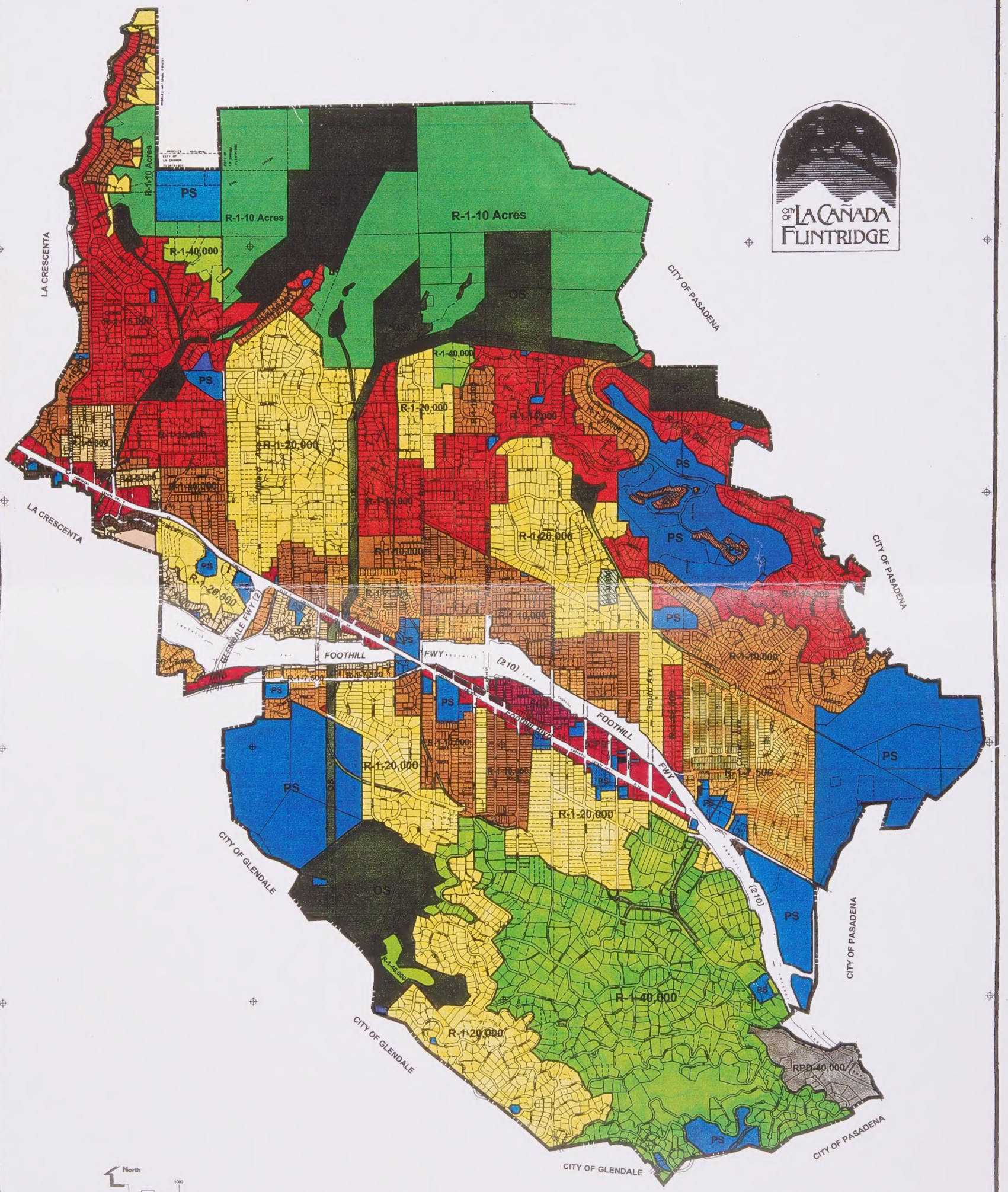
Services:
Public Transit
Dial-A-Ride

Hierarchy of Public/Semi-Public Land Uses

Public Uses
- Public Facilities
- Open Space, Public

Semi-Public Uses
- Institutional
- Recreational
- Open Space, Private

U.C. BERKELEY LIBRARIES
C124916447



ZONING MAP

Rev. 8-20-97

NOTES:

SINGLE-FAMILY RESIDENTIAL

- R-1-40,000
- R-1-30,000
- R-1-20,000
- R-1-15,000
- R-1-10,000
- R-1-7,500
- R-1-5,000
- R-1-10 Acres
- RPD-40,000

MULTI-FAMILY RESIDENTIAL

- R-3 (up to 30 units/acre)
- RPD (up to 15 units/acre)

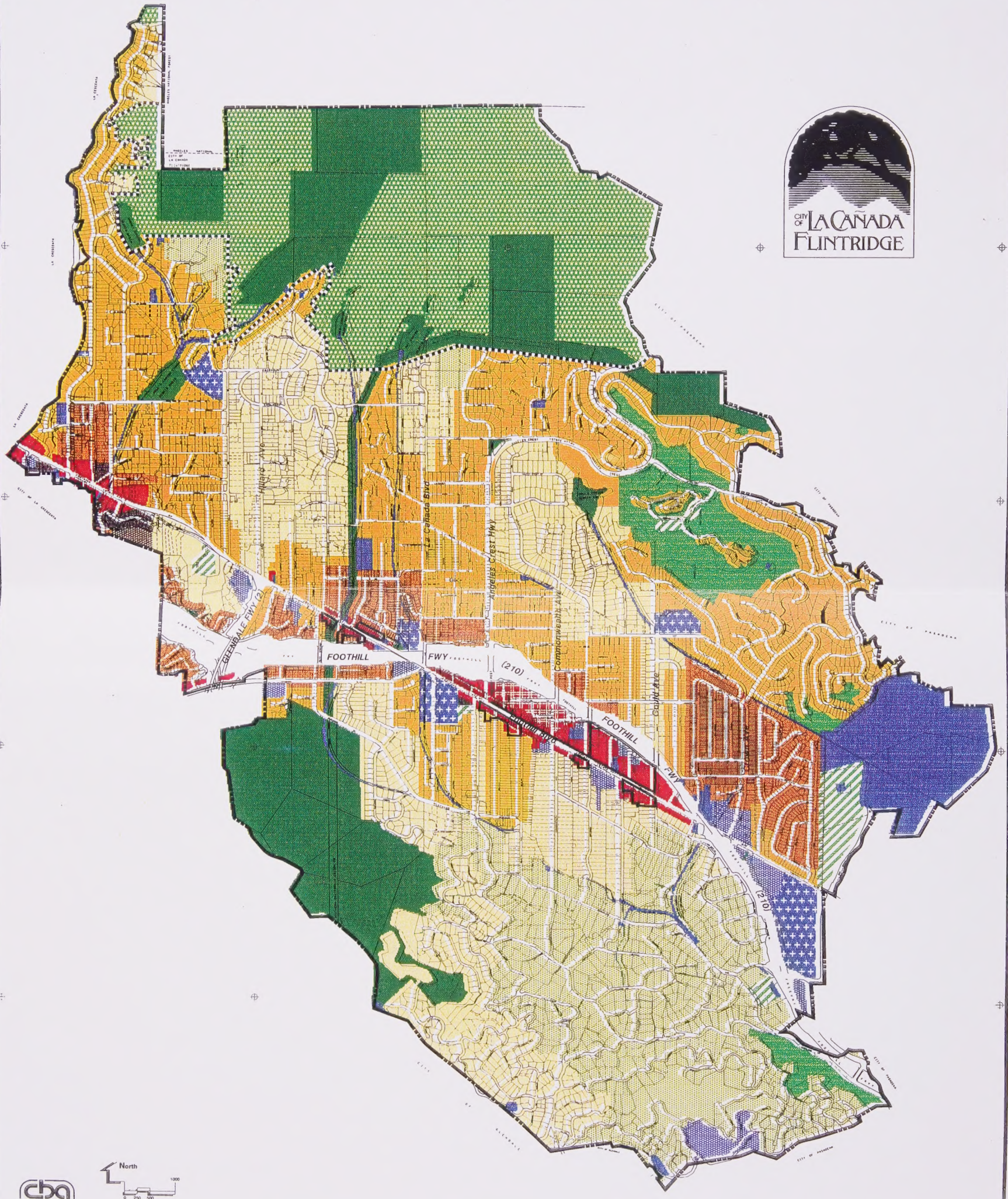
COMMERCIAL

- CPD (Community Planned Development)
- FCD (Foothill Community District)

OTHER

- OS (Open Space)
- PS (Public / Semi-public)

CITY OF LA CAÑADA FLINTRIDGE



11/15/93

SINGLE-FAMILY RESIDENTIAL

- Hillside Residential (max of 1 du/10 ac)
- Estate Residential (max of 1 du/ac)
- Very Low Density Residential (up to 2 du/ac)
- Low Density Residential (up to 4 du/ac)
- Medium Density Residential (up to 8.7 du/ac)

MULTI-FAMILY RESIDENTIAL

- Medium High Density Residential (up to 15 du/ac)
- High Density Residential (up to 30 du/ac)

COMMERCIAL

- Commercial/Office (max of 0.5 FAR)
- Foothill Community District (max of 0.5 FAR)
- Development Opportunity Overlay (max of 0.75 FAR)

PUBLIC/SEMI-PUBLIC

- Open Space, Public
- Open Space, Private (1 du/50 ac)
- Public Facilities
- Public Schools
- Institutional
- Recreational

A/B DEVELOPMENT LINE

Figure LU-7
Land Use Policy Map